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U. S. Policy On Disarmament Defined by Congressman Madden



REP. M. B. MADDEN

THE ARMY AND NAVY JOURNAL presents to its readers this week an important article on the vital question of world disarmament prepared for it by Congressman Martin B. Madden, chairman of the House Appropriations Committee. Mr. Madden ranks as one of the great leaders of Congress and has an influence with his colleagues and with the country which certainly equals, in his prime, that of another prominent Illinoisan and former chairman of the Appropriations Committee, Joseph G. Cannon. Mr. Madden is one of the leaders always consulted by President Coolidge on matters of national policy. Therefore, his views merit the most careful consideration, since they will largely affect whatever decision regarding reductions in the military forces of all nations that may be reached.

By MARTIN B. MADDEN

LET IT NOT be thought that in agreeing to participate in the proposed Conference for the study of the facts relating to armaments, the Government of the United States is injecting itself into the affairs of the Old World. No policy is more settled, so far as the American people are concerned, than that first enunciated by Washington, which warns us against meddling in the affairs of Europe. But when a time comes to act, following an accord they have reached, which is in direct compliance with their unanimous invitation, and which is designed to expedite their recovery, and, indeed, the recovery of the whole world then I hold it is our duty to join with them in the development of means for the preservation of peace, and, in any case, to make difficult the precipitation of armed conflict in the future.

That is precisely the situation which exists today and which has caused the President of the United States to take part in the Geneva Conference. The President's attitude unquestionably will meet with the hearty approval of the Congress, which, upon his recommendation, will make the necessary appropriation for the Delegation to represent our country. For the entire Government, moved by the economic condition of Europe, is animated by a keen desire to promote its improvement. Moreover, as I stated in an article on Reparations published in the Saturday Evening Post, while I was opposed to any attempt to force those people to enter into an accord for the adjustment of their relations, I felt that should the time come when they, of their own volition, reached an accord, then I favored the American Government doing everything in its power to aid the signatories in carrying out their agreement, if by so doing the cause of peace could be promoted. That is my position today.

The situation of Europe has been changed remarkably for the better by the Locarno compacts. Those compacts represent the political accord which was essential for the economic reconstruction of the nations of that continent. The proposed Disarmament Conference is the logical consequence of the accord reached. Such being the case, I can see no reason why the United States should not accept the invitation to attend a meeting called by any nation with a view to ascertaining the facts about armaments and placing those facts before the entire world, thus giving the public generally an opportunity to form its own judgment. The fact that the invitation is extended by a Committee of the League of Nations does not draw us in any way into the League. But the Committee is representative of the various nations which are members of the League, and, consequently, we have in fact a joint invitation extended to us by all the participating Governments, and for a purpose with which we are not only entirely in sympathy but which we, in fact, inaugurated at the Disarmament Conference held in Washington during the administration of President Harding. It is for us so to conduct ourselves that we shall not become involved in any alliance binding us to any obligations that might lead us into wars created by other peoples where we would have to put our boys into uniforms to fight their battles and in which we would have no interest in the problems to be solved. Our assistance should and must be confined to those acts and pledges which are in strict accord with American policies, and which will merit the approval and sanction of the American people. But nothing should be done, nothing will be done which, even remotely, might place the

American Government in the embarrassing position of having to comply with orders issued by a combination of powers. We must, under all conditions, preserve our complete freedom of action, and do the things we consider essential in our own way, at our own time, and under conditions that may be determined upon at the time by our own Government. The dictation of a foreign power would be abhorrent to us. I would not enter into any agreement which would make the Monroe Doctrine a subject of discussion or adjustment by any government or governments. I would not enter into any agreement that would compel us to participate in affairs with which we have no concern. I would not enter into any agreement that would compel us to join forces with any league of any kind, unless the people of the United States at the time should decide that it would be advisable in the interest of the promotion of world autonomy and especially in the interest of the advancement of the civilization for which we stand. For the attainment of those objects, I would urge the appropriation of whatever moneys within reason should be required. In this connection, I would send delegates to any conference properly called, for it might well be that a study of the facts placed at the disposition of the peoples of the world would stimulate thought to an extent where some one, somewhere, would evolve a practical solution of the grave problems leading to wars which statesmen have not had the genius to solve.

After all, the people are entitled to the facts. It is they who fight the battles, they who make the sacrifices, they who pay the bills. And whatever may be done should be done in harmony with those facts. Government is the instrumentality through which the people speak. If Government expresses their views, it has power. If it fail to do so, it has no power. But in order that the people may speak correctly, they must have information. It is their representatives that must get it for them. And that is what we propose to get in the forthcoming Conference. If we do so, it is fair to assume that we will obtain an honest world judgment, a judgment which will be practically identical in all nations; for given the same facts humanity everywhere reacts in the same way. It follows that with the truth blazoned forth, the public will reach a conclusion, even in cases where special underground purposes seek to be served, based upon the general good, and the directors of their affairs will conduct those affairs on a basis of peace and not in the interest of munitions manufacturers.

Of course, all this does not mean that I am a pacifist. There is no stronger believer than I am in adequate and efficient protective forces. But I do not want those protective forces to control the civil authority of the world. I want the Army and Navy to keep their proper place with the civil power dominating. I never want to see the time come when the land and naval forces shall have the power to say when a thing shall or shall not be done. No one has greater respect for the officers and men of our services than I have. I admire their ability, their courage, their patriotism. I know they do not want, would not for a moment seek to impose their authority upon the civil power. They are American citizens, and they realize that our Government could not exist if the ambitious measures which foreigners of the same professions have brought into life in their countries were adopted here. And I am sure that in accordance with that American training which they have enjoyed they will aid the President's efforts to develop general good from the forthcoming conference.

Of course, our Army has been reduced to the point where it is simply a police force. It is not too large for the proper policing of the country in an emergency. There may be organizations in the Army which are overloaded, there may be organizations which are undermanned. But on the whole, it is not too large to meet the necessary needs of peace. In this connection, it may be pointed out that no nation has so drastically reduced its land forces as has the United States. Immediately after the dangers of the Great War passed, we disbanded our forces, thus enabling our men who had patriotically responded to the call of the colors to return to their vocations. We in Congress proceeded more rapidly than the War and Navy authorities desired, but I am sure events have demonstrated the wisdom of the action taken. For the fiscal year 1922-23, the appropriations for the Army and Navy were \$800,000,000. In spite of determined pressure applied to us, the Appropriations Committee reduced this amount for the fiscal year 1923-24 to \$500,000,000. Congress, however, authorized \$563,000,000, and that will be about the figure in the appropriation bills being prepared for the next fiscal year. Should the Disarmament Conference lead to further reductions, of course we can take account of the savings in future measures. But as I have stated, I see no reason why any question should be raised as to the strength of the Army as it is at the

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AS THE COUNTRY SEES OUR SERVICE PROBLEMS

Military Men Should Not Hold Political Jobs, Editors Declare

AN INTERESTING question has been created, according to current press opinion, as a result of the "dismissal" of Brig. Gen. Smedley D. Butler, U.S.M.C., as Director of Public Safety of the City of Philadelphia. It is: Are military men equipped by training and experience to hold and satisfactorily discharge the duties of political questions? The answer, of course, is it depends upon the man and the extent of the cooperation he receives from his superiors and associates. No matter how able or tactful he may be, there are times in the execution of his oath of office when he must antagonize strong interests. If those interests are powerful enough to sway the higher authority, then he must either bend the neck or be ousted.

General Butler enforced the law, and discovered in the process of enforcement that he was blocked in getting results. He sought to divorce the police department of the city from politics, and in order that the men who stood by him might be protected, he pledged his word that he would stand by them. He went after saloons, closing them up, and endeavored to put an end to traffic in liquor, not only in speak-easies and boot-legging joints, but in prominent hotels. He was active against banditry. He compelled observance of the Sunday law by shopkeepers. He aroused the ire of gangster politicians by probing into election frauds. In other words, the General took his oath seriously, and in so doing aroused the vindictive hatred of all those law violators unaccustomed to the brand of honesty and decision which the Marine Corps director represented.

But apparently the decent people of Philadelphia liked the General for the enemies which he made. For example, Mrs. A. Haines Lippincott, executive officer of the New Country Club, and a member of the Republican State Committee, said: "It shows that Philadelphia politicians do not want at the head of the Police Department a man of General Butler's high character, ideals and integrity. They want a man they can control." Mrs. H. Clay Ferguson, President of the Philadelphia County W.C.T.U., charged that the politicians did not want General Butler in Philadelphia during the Sesquicentennial. "Words simply fail to express the indignation of people who have the city's best interests at heart," she added. Frank P. Reiszner, president of the Market Street Business Mens' Association, exclaimed: "I still say, 'thank the Lord for Butler!'" Samuel T. Banham, president of the City Business Club, insisted that Philadelphians should respect the Mayor's judgment and back whatever moves he makes.

So much for quotations selected at random from Philadelphia's press. Now as to the view of people outside the state. The *Frederick (Md.) News* conducts an "Inquiring Reporter" column. To three men it put the question: "Do you think General Butler was treated properly in being dismissed as head of the Philadelphia Police Force after he had resigned from the Marine Corps in order to stay?" Here are the answers:

Walter Zeigler: "I think the General got a mighty raw deal, but he will come out all right in the end."

Lewis A. Woodward: "I think it was unfair to say the least."

Capt. Robert F. Barrick: "I certainly do not. Mayor Kendrick might have notified General Butler of his intention not to have him head of the police before he resigned from the Marine Corps."

To summarize what appeared in the Philadelphia papers, Mayor Kendrick appealed to President Coolidge to extend General Butler's leave in order that he might remain as Director of Public Safety. A like appeal was made by United States Senator Pepper and Governor Pinchot. The President, as is known, denied the request, taking the position that officers on the Services might be loaned for a time but not to the extent which would assume the character of permanency. Then General Butler determined to see the President in person and applied for an appointment, but the Secretary to the President notified him that the decision of Mr. Coolidge was irrevocable and nothing was to be gained by a conference. Thereupon, General Butler concluded to remain in Philadelphia, thus necessitating his resignation as an officer of the Marine Corps. The Mayor, who apparently had found in the President's decision an opportunity to rid himself of a Director who was keeping him constantly in hot water, without offending the numerous adherents General Butler had made, seized upon the latter's failure to consult him about his plans, to demand his resignation. General Butler refused to resign and his dismissal followed.

The *Public Ledger*, of Philadelphia, held that the conduct of General Butler "destroyed his usefulness in Philadelphia." It declares the Mayor "refused to be a party to any such plan for outwitting the President." It admits that during the two years General Butler was in the city he "has succeeded as well as it was humanly possible to succeed." The morning edition of the same paper, while also upholding the Mayor, pays his tribute to the General's administration:

"Although it is true that Director Butler has outlived his usefulness to Philadelphia by reason of the developments of the last few hours, it is also true that he has given this city an honest and vigorous administration of its department. He did all that was humanly possible to take the police out

of politics. He made war on crime and criminals without fear or favoritism. He never spared himself in the discharge of his duty. And if he deprived himself of some of the credit that justly belonged to him by his mannerisms, his reckless talk, and his vacillations of the last few months, the city owes to him a debt which it will not soon regret."

The *Philadelphia Inquirer* declared that "the Mayor clearly indicated his resentment at not being informed of the Director's plan to resign from the Marine Corps," and expresses regret that General Butler "should end his career as Director of Public Safety in this manner after his excellent service and his sacrificing and untiring efforts for the suppression of crime and the improved efficiency in the police force."

In other cities of Pennsylvania, there is a realization of what General Butler's "dismissal" means. His forceful description of conditions in the city, his attacks upon the Republican leaders, his statements showing that the Mayor is under their control, have caused a great deal of comment. Governor Pinchot's support of the General has been helpful to him in the comment offered. But the machine papers are frankly opposed to the General, largely because of their realization that he has put himself in the way of being the candidate of the decent element of the state for the Governorship. A movement to effect this candidacy has already been inaugurated. So General Butler, willy nilly, has been swept into the maelstrom of Pennsylvania politics.

The *Pittsburgh Gazette Times* claims it will "in truth be hard to convince anyone that General Butler has not been made the tool," in connection with the familiar process of passing the buck. "The moral is," it adds, "that military men should keep out of political positions in which the talents and training that made them in the military service can not be successfully employed."

The *New Orleans Times Picayune* declares that "Philadelphia's loss should be converted into gain by the Marine Corps which he has served with distinction for 25 years." The *Springfield (Mass.) Republican* suggests that "possibly the General's Marine ways were not best adapted to the work of cleaning up Philadelphia and keeping it clean. If the Mayor believes so, he was, of course, justified in dropping his doughty aid. But it looks suspiciously as if he did not have the nerve to stand by and see the job through." The *Providence Journal* is more critical. "Just where the fault lies," it states, "does not seem easy to determine, but General Butler's aspersions upon His Excellency would carry more weight if the fiery headed Marine had shown himself on other occasions more shrewd and tactful."

There are many newspaper paragraphers who seek to furnish up their wit at the expense of the General. The *Boston Herald* avers that "if the dynamic General Butler issues his threatened day to day record of bibulous Philadelphia, may be he'll call it Pep's Diary." The *Bangor (Me.) Commercial* declared the General "appears to be emulating the illustrious Finnegan, on again, off again." The *Richmond Times-Dispatch* sarcastically observes that "General Smedley Butler dreamed once that he was a policeman, but his dream never came true." The *Detroit News*: "General Butler is on his way back to the Marines where the boys stand up when the Boss yells 'Attention.'" The *Detroit Free Press* utters the satisfying conclusion that he "ought not to have much trouble in finding a new job."

Undoubtedly, Philadelphia, and in a broader sense, Pennsylvania politics will be muddled for some time to come by the manner in which the Mayor eliminated General Butler from the City Hall. The political wisdom of the President in declining to extend the leave of the General is shown by the incident. He was not willing to become involved in local fights. He knew, of course, that there was a determined effort "to get" the General, and he was not prepared to permit the Marine Corps to become a bone of contention between the opposing factions. Various newspapers which reveal these facts refer to them as another proof of the astuteness of "Silent Cal."

This review of press opinion of General Butler's civilian activities would not be complete without an authoritative reference to the attitude of the "regular" Republican organization of the city of Philadelphia. That attitude is expressed in a paper clearly affiliated with it—*The Sunday Dispatch*.

What it says about General Butler is a caution, and, of course, to have been expected. It refers to him as a "posturing, self-advertising marine," a "conspicuous failure" as director of public safety, and goes on:

"His English was poor, his manners bad, his taste execrable, and his conceit pitiful beyond words."

And it continues:

"The man had all the native instincts of a circus clown, and has systematically slandered and vilified the city and insulted and belittled the men who brought him here during his entire two years."

Now, General Butler, will you be good! Obviously, if the Republican organization of Philadelphia has anything to say, General Butler would have no chance as a candidate for governor or even for dog catcher.



Courtesy of Philadelphia Public Ledger

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Shenandoah Court of Inquiry Submits Findings

AFTER four months investigation of the loss of the naval airship Shenandoah on September 3 at Ava, Ohio, with the loss of five officers and nine men, the Court of Inquiry, headed by Rear Admiral Hillary P. Jones, has submitted its report to the Secretary of the Navy.

Before giving his final approval the Secretary has submitted the court's findings and the evidence evolved to the various bureaus interested for study and comment.

The report follows:

The court having thoroughly inquired into all the facts and circumstances connected with the loss of the U.S.S. Shenandoah, and having considered the evidence adduced, finds as follows: (Note.—Facts and opinions are grouped under subject headings in order to clarify their presentation.)

I. Matters Entirely Antecedent to the Inception of Last Trip of Shenandoah, but Having a Material Bearing on this Inquiry

Facts:

F-21. The designation of the Shenandoah was begun under the cognizance of the Bureau of Construction and Repair in 1919. When the Bureau of Aeronautics was created and organized in 1921 all matters connected with the design and construction of the airship were transferred to that bureau.

F-2. At the request of the Bureau of Aeronautics the National Advisory Committee on Aeronautics appointed a technical committee of five, composed of scientists and engineers of national reputation, to examine the design methods and assumptions used, as well as the actual design of the Shenandoah. This committee after prolonged study completely approved the design of the airship as prepared.

F-3. The airship was built at the U.S. Naval Air Station, Lakehurst, N. J., was completed in 1923, made its first flight on Sept. 4, 1923, and was commissioned as the U.S.S. Shenandoah in October of the same year.

F-4. In the design of the Shenandoah, approximately 4 percent of the total lift was assigned to the hull structure and fittings than in the design of certain foreign rigid airships for which comparative figures were available. As finally completed, the weight of the ship exceeded the designed weight by approximately 1 percent.

F-5. The only major casualty suffered by the Shenandoah prior to the start of the mid-West flight occurred in Jan., 1924, when it was torn from the mooring mast at Lakehurst by stress of weather. The ship was thoroughly inspected and repaired after this accident.

F-6. Prior to the mid-West flight, the Shenandoah had cruised a total of approximately 740 hours in the air, covering approximately 25,835 statute ground miles, of which 605½ hours and 20,761 miles, including a transcontinental flight, were made subsequent to Jan. 16, 1924.

F-7. A majority of the officers and crew had served in the Shenandoah continuously from the time of commissioning up to and including the mid-West flight of Sept. 2, 1925. Many of these had received previous training on rigid airships abroad.

F-8. In accordance with the provisions of the national defense act of 1920 and upon recommendation of the Joint Army and Navy Board, approved by the Secretaries of War and Navy, the Navy was charged with the sole responsibility for the procurement and development of rigid airships for use over both land and water.

F-9. The U.S.S. Los Angeles was obtained through an international agreement that it should be used for commercial purposes only and was assigned to the Navy for operation. The Navy is charged with the development of rigid airships for commercial as well as for military purposes.

Opinions:

O-1. The Shenandoah represented the best practice in design and construction at the period of its building.

O-2. The proportionately greater weight for structure and fittings of the Shenandoah resulted in increased strength.

O-3. The damage to the Shenandoah due to breaking away from the Lakehurst mooring mast was fully repaired and no loss of strength ensued as a result thereof.

O-4. The officers and crew of the Shenandoah were skilled and competent operators of rigid airships.

O-5. The operation of rigid airships over land as well as over the sea is a proper and lawful function of the Navy.

II. Matters Leading up to the Flight of the Shenandoah Beginning Sept. 2, 1925

Facts:

F-10. The Navy Department had received 248 requests from public officials, public and semi-public bodies, and individuals for a flight of a rigid airship over the Middle West.

F-11. On June 7, 1925, in obedience to orders from the Navy Department, the Los Angeles started a flight to Minneapolis but, due to engine trouble, returned to Lakehurst in accordance with the decision of the commanding officer after completing only the first part of the flight.

F-12.—On June 9 the Chief of Naval Operations informed the commanding officer of the U.S. Naval Air Station, Lakehurst, and the commanding officer of the Shenandoah that that airship, which was then deflated, would be ordered to make the trip previously scheduled for the Los Angeles as soon as the former could be made ready, helium transferred, and the airship placed in active service.

F-13. In letter dated June 15 the commanding officer of the Shenandoah recommended that such a flight be postponed until September on account of the probability of unfavorable weather conditions in the mid-West during July and August. Prior to the receipt of this

letter the Chief of Naval Operations had issued orders dated June 19 for a flight over the mid-West by the Shenandoah as soon as ready.

F-14. Upon its receipt, the letter of the commanding officer of the Shenandoah of June 15 was considered by both the Chief of Naval Operations and the Chief of the Bureau of Aeronautics. As a result, the commanding officer of the Shenandoah was ordered to Washington for consultation. On June 30 the consultation was held, at which the Chief of Naval Operations, the Chief of the Bureau of Aeronautics, the commanding officer of the Shenandoah, and the head of the Ships' Movement Division of Operations were present.

F-15. As a result of this conference, the orders of June 19 were revoked.

F-16. A mooring mast for rigid airships had been erected at Detroit, Mich., by Mr. Henry Ford and was completed about July 9. The Navy Department had been requested to send a rigid airship to Detroit to test this mast, the first to be erected in this country by private enterprise.

F-17. In letter dated July 20 the Chief of Naval Operations directed the commanding officer of the Shenandoah to submit an itinerary for a mid-West flight to pass over as many of certain specified cities as practicable on dates in the early part of September when state and county fairs were scheduled to be held and to test the mooring mast at Detroit.

F-18. In reply dated Aug. 4 the commanding officer of the Shenandoah recommended two separate flights—the first during the last week in August to Detroit to test the new mooring mast, and the second beginning Sept. 7 over the entire route covering the specified cities.

F-19. The Chief of Naval Operations after consultation with Chief of the Bureau of Aeronautics directed one flight only in lieu of two; this flight to begin Sept. 2. The orders dated Aug. 12 directed this flight.

Opinions:

O-6. The commanding officer of the Shenandoah was fully consulted and given every opportunity to state his views in regard to the mid-West flight.

O-7. The commanding officer of the Shenandoah did not at any time express opposition to, or any reluctance in, undertaking the flight beginning Sept. 2 on the ground of possible adverse weather conditions.

O-8. The object of the mid-West flight was threefold, viz. to test the mooring mast at Detroit, to continue training of personnel, and to comply with the many requests received from citizens of that section of the country that such a flight be made.

O-9. While recognizing the propriety and necessity of the legally constituted authorities in the naval service being the sole judges of the sufficiency of the reasons actuating all orders to naval craft and further recognizing that the practice of ordering movements of naval vessels for the purpose of complying with public requests is in accord with long-established custom, it is considered that such movements should be limited to essentially naval and military operations in so far as possible, especially in the case of new and experimental types.

III. Condition of Ship and Crew at Time of Flight

Facts:

F-20. The ship was fully manned and equipped and in material readiness for flight.

F-21. Frequent and careful inspections of the entire structure of the ship had been made throughout its life. In addition, material similar to that in the structure of the ship had been kept under observation and been subjected to tests under instructions of the Chief of the Bureau of Aeronautics.

F-22. Extensive tests of materials selected from widely separated parts of the structure after the wreck were made by the Bureau of Standards.

F-23. Both sets of tests have shown a limited deterioration of the material in the form of intercrystalline corrosion, which deterioration to the extent found does not affect in any substantial degree the ultimate tensile or compressive strength or the modulus of elasticity of the material, but does largely reduce its ductility.

F-24. The design of the structure of the Shenandoah was based on ultimate failure of individual girders in compression. The design of these individual girders was such that under compression they would fail through flexure by instability. This failure would occur before the stress in the separate members of the girder had reached the elastic limit of the material, and was therefore dependent upon the modulus of elasticity only and not upon the ultimate strength of the material.

F-25. In letter dated Sept. 16, 1924, the commanding officer of the Shenandoah first proposed certain changes in the system of gas valves of that ship and subsequently renewed his recommendations in letters dated Dec. 15, 1924, Jan. 9, and May 12, 1925, and in telephone conversation of May 28, 1925. The commanding officer of the Naval Air Station, Lakehurst, concurred in this recommendation. Although the Bureau of Aeronautics at first questioned the advisability of this change, it finally approved it in letter of May 25 as an experimental installation, and in letter of June 13 transmitted to the commanding officer of the Shenandoah a design memorandum showing the

No Action on Lapel Collar for Army Until January 15

THE Quartermaster General of the Army stated positively this week that no action will be taken towards drawing up specifications for the new lapel collar uniform until after January 15. Indications are that a number of prominent military tailors will submit sample coats by January 15, 1926. When these have been passed upon by the General Staff, the Quartermaster General will draw the necessary patterns and specifications. The Quartermaster General again warns officers not to alter their old coats or purchase new ones with a lapel collar until the patterns and specifications have been officially approved. There is no definite cut or shape for the collar prescribed at the present time.

effect of this change in reduction of the maximum safe rate of rise above pressure height of an airship so equipped. This change, involving a reduction in number of automatic valves, was made the latter part of May and early part of June. As a result, the Shenandoah was equipped with automatic valves in gas cells Nos. 4, 5, 8, 9, 12, 13, 16, and 17, and with maneuvering valves in gas cells Nos. 4, 6, 7, 10, 11, 14, 15, and 18. Subsequent to this change and prior to the mid-West flight the Shenandoah had cruised about 186 hours, covering about 6,750 statute ground miles, not including mid-West flight.

F-26. Certain other changes, not contemplated in the original design, including removal of No. 6 engine, installation of water recovery apparatus, removal of manometers, due to the fact that no entirely satisfactory type has yet been developed, and other minor alterations, were made subsequent to the completion of the Shenandoah.

F-27. The Shenandoah was equipped with only two parachutes, which were carried for the purpose of landing personnel in order to make ground preparations in case it became necessary on any flight to make an emergency landing at a point where preparations had not previously been made.

F-28. The Manual of the Bureau of Aeronautics requires:

"Parachutes.—(a) Parachutes will be worn by all personnel in all types of aircraft when available. Specific exemptions may be made by commanding officers when their use increases the hazards of the personnel."

The established practice at the Naval Air Station, Lakehurst, on both the Shenandoah and the Los Angeles was to carry only two parachutes.

F-29. The officers and crew of the Shenandoah were well organized, well trained, and highly skilled in performance of their duties.

Opinions:

O-10. Deterioration of structural material was not a direct or indirect cause of the loss of the ship.

O-11. The deterioration shown to exist was not due to local causes, but was generally distributed throughout the structure. It was not due to any lack of care or inspection in its manufacture and fabrication, nor to neglect of proper measures for care and preservation in the ship after completion.

O-12. The court concurs in the opinions of expert witnesses that the rate of deterioration would not affect the safety of the structure of an airship for a much longer period than that covered by the life of the Shenandoah.

O-13. Material of this character will, until more thoroughly known and understood, require careful handling and observation during fabrication and while in service, but no evidence adduced before this court indicates that its use in the structure of rigid airships is unsafe or inadvisable.

O-14. The court concurs in the opinions of all qualified experts in the operation of rigid airships, who appeared before it, that the wearing of the present type of parachutes would add to the general risks and hazards of handling such ships, due to their interference, especially in emergencies, with the quick and efficient performance of duty by the personnel. The court is therefore of the opinion that the judgment of the commanding officer in regard to carrying parachutes was sound. The present practice is adequately covered by the paragraph in the Manual of the Bureau of Aeronautics quoted in F-28.

O-15. None of the changes referred to in F-26 were contributory to the loss of the ship. The successful development of a thoroughly dependable type of manometer or gas pressure gauge giving accurate readings in the control car for each gas cell would be a contribution to safe operation of rigid airships.

O-16. Every effort should be made to develop and perfect such type of parachute as could be worn in an emergency without undue handicap in the performance of duty.

(Notes.—See O-23 and O-27 for opinion on change in valves.)

IV. The Flight From Start to About 5.22 a. m. (Eastern Standard Time) Sept. 3, 1925

Facts:

F-30. The flight was made in obedience to lawful orders, issued by competent authority and containing a prudential clause as follows:

"Should the dictates of safety and the weather conditions existing make it advisable, the commanding officer of the Shenandoah is authorized to make such modifications in the above itinerary as he deems necessary, remembering, however, that this route will be published in the press and that many will be disappointed should the Shenandoah fail to follow the approved schedule."

F-31. Before leaving the Naval Air Station,

Lakehurst, the commanding officer of the Shenandoah obtained and considered in consultation with the aerological officer of the ship the latest weather maps and reports.

F-32. The Shenandoah left the mooring mast at the Naval Air Station, Lakehurst, at 2.52 p. m., Sept. 2, and proceeded on the mid-West flight.

F-33. The 8 p. m. weather reports were received, mapped, and studied by the aerological officer about 11.30 p. m., Sept. 2. The scheduled weather report from Lakehurst for the region being traversed was received about midnight. These reports were discussed by the aerological officer with the executive officer who was on duty in the control car.

F-34. Between 3 and 3.30 a. m. the commanding officer, executive officer, and aerological officer, all of whom were in the control car, observed and discussed the first apparently unfavorable weather conditions. For the next two hours the weather conditions were under constant observation and discussion by the commanding officer and the aerological officer, who were in complete agreement in their conclusions except at one point when the aerological officer advised a change of course to south. The commanding officer, after consideration and discussion, which developed that the aerological officer based his opinion not on any close or immediate danger but on unusual movements of storm areas 25 to 50 miles to the northward, decided to adhere to the course of 260° true.

Opinions:

O-17. The commanding officer was entirely justified in starting the flight at the time chosen, as the weather maps and reports indicated nothing which would have rendered it unsafe or inadvisable.

O-18. The weather reports which were received and mapped between 11 p. m. and midnight, Sept. 2, indicated nothing which rendered it unsafe or inadvisable to proceed.

O-19. A more extensive meteorological service, which would require more weather stations and more frequent broadcasting of reports, probably would greatly have contributed to the safe navigation of the Shenandoah on this trip.

O-20. Although subsequent events showed that a change of course to south when suggested by the aerological officer would have been advisable, the commanding officer's decision to maintain his course was a matter for his decision only, was made on his best judgment after discussion and consideration, and was based on the facts and conditions as then known or observed. Any error of judgment involved in this decision was entirely without negligence or blame.

V. The Flight from 5.22 a. m. to 5.47 a. m. (Eastern Standard Time)

Facts:

F-35. During this period constant watch was kept on aerological conditions by the commanding officer and the aerological officer, but none of the usual cloud formations indicating abnormal air currents in the immediate vicinity of the ship were observed.

F-36. Prior to arrival at pressure height all valve covers had been removed.

F-37. At the beginning of this period the Shenandoah was proceeding on a course 300°.

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Shenandoah Findings

(Continued from preceding page)

true at a height of 1,800 feet, but was making little or no ground speed due to strong adverse winds. The airship at this time had a pressure height of 3,800 feet. At 5.22 a. m. the airship began to rise under the influence of vertical air currents; rose to a height of 3,150 feet in eight minutes; was brought under control and steadied at that level for six minutes; then rose again and more rapidly to 6,100 feet in 10 minutes; dropped rapidly to 3,000 feet in three minutes; and finally rose again, sharply up by the nose, to probably 3,700 feet, at which point the ship broke. This last rise was accompanied by a movement of rotation of the whole ship in a horizontal plane and by violent rolling and pitching. During all these movements the ship was out of control. (Note.—All above figures are approximate only.)

F-38. The average rate of rise during the first part was 170 feet per minute; during the second part 300 feet per minute, with a probable maximum of 700 feet in the last 42 seconds. The average rate of fall was 1,000 feet per minute. The rate of the final rise is not ascertainable but is immaterial, as the ship broke before reaching pressure height.

F-39. The existence of high velocity vertical air currents without accompanying cloud formations or other visible indications is unusual, but is a phenomenon known to meteorologists.

F-40. During this period of uncontrolled movements, various recognized methods for bringing the ship under control, such as opening the maneuvering valves for five minutes, nosing down by means of controls, speeding up engines and letting go ballast, were utilized but without result, so far as obtaining full control of the movements of the ship was concerned.

F-41. The following sequence of events in the final destruction of the ship is indicated by the evidence:

At or about the time the ship was at its highest altitude, unusual sounds within the body of the ship were heard. These sounds are variously described by different witnesses, but seem clearly to indicate the existence at that time of unusual stresses in some part or parts of the structure. The sharp rise by the nose, the rotation in horizontal plane, and the rolling and pitching of the ship during final uncontrolled rise indicate the existence of large, unbalanced external aerodynamic forces acting on the ship at that time. The next abnormal event was a cracking of the struts of the control car (see F-45). The first break in the main structure of the ship occurred between frames 120 and 130, resulting in separating the ship into two parts, the control car remaining attached to the forward section. In something less than a minute thereafter the control car broke loose from the forward section and dropped to the earth. About the same time a second break occurred in the after section of the ship between frames 100 and 110. The midship section thus broken off, with power cars Nos. 4 and 5 attached thereto, dropped almost directly. The after section dropped more slowly and was carried by the wind a distance of about one-third mile before reaching the earth. The forward section was operated as a free balloon by the personnel left therein and was landed safely about 12 miles from the scene of the disaster.

Opinions:

O-21. During this period the measures taken by the commanding officer to bring the Shenandoah under control were in accordance with the best established practice.

O-22. During this period of extreme danger the conduct of all officers and men was deserving of the highest praise. The commanding officer showed skill, courage and fine qualities of leadership. All other officers and men showed an intimate knowledge of their duties, fine discipline and morale and great courage. The handling of the forward section of the ship as a free balloon by Lieutenant Commander Rosendahl and Lieutenant Mayor was particularly deserving of commendation.

O-23. Although testimony of both operating and scientific experts is to the effect that, subject to certain qualifications, gas pressures sufficient to produce permanent strains or actual damage in the structure probably did not exist at the highest point of rise of the ship, the facts (a) that sounds of a nature indicating unusual stresses in the structure were heard at this time, (b) that the calculations on which expert testimony is based are arrived at through assumption which are of necessity open to error, and (c) that some of these assumptions for their validity depend upon precision in the action of personnel and materiel, all taken together justify the opinion that gas pressure due to altitude and rate of rise may well have reached values sufficiently high to produce some danger to structure.

O-24. The exact nature or extent of this damage is not ascertainable, but was probably not sufficient to have endangered the ship under normal operating conditions.

O-25. Valve covers having been removed prior to arrival at pressure height they could not have had any influence on the loss of the ship. Nevertheless, the practice of leaving any valve covers in place at any time after an airship takes the air is considered unsafe and inadvisable.

O-26. The final destruction of the ship was due primarily to large, unbalanced, external, aerodynamic forces arising from high velocity air currents. Whether the ship, if entirely intact and undamaged, would have broken under the forces existing, or whether prior minor damage due to gas pressure was a determining factor in the final breakup, are matters which this court is unable definitely to determine.

O-27. The change resulting in a reduction of the number of gas valves was inadvisable. The initiation and urging of this change by the commanding officer of the Shenandoah, the recommendation for its approval by the commanding officer of the Naval Air Station, Lakehurst, and its final approval as an experimental installation by direction of the Chief of Bureau

of Aeronautics appear, in the light of subsequent events, to have been errors of judgment, but were arrived at after full and careful consideration by the most expert officers of the Navy in the operation and design of rigid airships, and do not in any way involve negligence or culpability.

O-28. Although the disaster to the Shenandoah indicates that a rigid airship can probably be destroyed through external aerodynamic forces only, and that such forces can arise from air currents unaccompanied by visible signs recognizable by aerologists in the present state of knowledge, it is the opinion of the courts that such conditions and combinations of circumstances are unusual, and such a conclusion does not, therefore, throw doubt upon the safety and utility of rigid airships to a materially greater degree than does the fact that other types of craft for navigation in the air or on the water are likewise subject to destruction through unusual dangers which can not invariably be foreseen and provided against.

VI. Loss of Life

Facts:

F-42. The following-named officers and men lost their lives through the destruction of the Shenandoah:

Lt. Comdr. Zachary Lansdowne, U.S.N.
Lt. Comdr. Lewis Hancock, Jr., U.S.N.
Lt. John B. Lawrence, U.S.N.
Lt. Arthur R. Houghton, U.S.N.
Lt. (j.g.) Edgar W. Sheppard, U.S.N.
Allen, Everett P., A.C.R.
Broom, Charles H., A.C.M.M.
Cullinan, James W., A.P.
Joffray, Ralph T., A.R.I.C.
Mazzucco, Celestino P., A.M.M.I.C.
Moore, James A., Jr., A.M.M.I.C.
O'Sullivan, Bartholomew B., A.M.M.I.C.
Schnitzer, George C., C.R.M.
Spratley, William H., A.M.M.I.C.

F-43. Ch. Gun. Raymond Cole, U.S.N., received slight injuries, and Aviation C. Rigger John F. McCarthy, U.S.N., was seriously injured.

F-44. Of those lost, eight were in the control car, four in power cars Nos. 4 and 5, and two in the body of the ship at the time of the disaster.

F-45. The control car broke away from the forward section of the ship after the main break in structure and this minor break was probably a direct consequence of the major break. The method of attachment of the control car to the main structure was the same in its general characteristics as that employed on practically all previous rigid airships, i. e., suspension cables for completely supporting its weight, combined with struts only sufficiently strong for steadying the car in flight and designed to collapse before injurious stresses could be transmitted to the main structure in case of contact with the ground when making landings. This general method of support is similar to that employed for the suspension of power cars. Two rigid airships designed and constructed since the Shenandoah embody a new and improved type of control car which is directly attached by structural members to the main frame work of the ship.

Opinions:

O-29. The deaths of all personnel resulting from this accident were due to injuries received in the line of duty and were not the result of their own misconduct.

O-30. The injuries of all personnel were received in the line of duty and were not the result of their own misconduct.

O-31. Although the design of the control car and its method of suspension were in accordance with sound and well-established practice at the time of the building of the Shenandoah, the newer design as embodied in the Los Angeles is considered better and safer for future construction.

O-32. Although it is possible that some lives might have been saved had parachutes been carried and been actually worn by officers and crew at the time of the break-up of the ship, this does not affect or modify the opinion expressed in O-14 above, that the use of the present type of parachute in rigid airships is not advisable. The lesser danger must be accepted to avoid the greater risk.

VII. Loss of, and Damage to, Property

Facts:

F-46. The loss of the Shenandoah was complete. Steps for the recovery of salvage value from the wreck have already been taken.

F-47. Minor damage was done to private property belonging to three residents in the vicinity of the disaster.

F-48. A board was appointed by the Secretary of the Navy immediately after the loss of the ship, which was charged with the duty, among others, of making report in regard to damage to private property.

Opinions:

O-33. The report of the Senior Member of that board adequately covers the matter of damage to private property and the recommendations contained therein are sufficient to permit final decision and further action on the claims arising from this source.

VIII. General

Opinion:

O-34. It may be accepted in the case of the loss of any craft at a certain place at a certain time, that any change of action on the part of any individual directly or indirectly connected with the movement of such craft might have avoided such loss. In this sense and in this sense only can allegations of direct or indirect individual responsibility for the loss of the Shenandoah and the loss of life consequent thereon be supported. Such actions of individuals must be judged on the basis of the facts and established practices known and recognized at that time rather than on conclusions or deductions drawn after the event. Such actions of individuals as in light of subsequent events, have been termed "errors of judgment," were in the opinion of this court clearly without negligence or culpability. The disaster is part

of the price which must inevitably be paid in the development of any new and hazardous art.

O-35. The court is of the opinion that the recommendations of Professor Hovgaard, technical Adviser to the Judge Advocate, in his technical analysis of the evidence and of Lieut. Commander Rosendahl, senior surviving officer of the Shenandoah, in his summing up of the case on behalf of the survivors, both of which recommendations deal with future development of rigid airships, are worthy of the most careful consideration.

O-36. The court is of the opinion that competent technical and operating officers should be detailed to study the great mass of evidence, and exhibits forming a part of the proceedings of this court in order to collate it in such form as to be most readily available and useful for future reference in any further development in the arts of construction and operation of rigid airships.

Recommendation:

That no further proceedings be had in the matter.

NEW PLANES FOR NAVY

An order for 24 new-type, triple-purpose planes, a combined scouting, bombing and torpedo flying craft, for use on the aircraft carriers Saratoga and Lexington, will be placed in a few days with the Glen Martin Co., of Cleveland, Ohio, according to an unofficial statement from the Navy Department. The cost of these planes is estimated at between \$800,000 and \$1,000,000. The planes, which are said to be the development of several years' experimentation, are to be supplement by others of the same type, as it is planned to have 48 of them on each carrier, which will also carry in addition 50 or 60 fighting planes.

Aviation officials of the Navy classify these as the best planes ever produced for service with the fleet. Without bombs or torpedoes, used for scouting, it will have a radius of action of a thousand miles.

U. S. Policy On Disarmament

(Continued from page one)

present time. A different situation prevails in some European states. I shall not discuss them here, for the facts will be presented and made known to the world when the Conference is in session.

As to our Navy, it is up to the 5-5-3 standard. Whatever any one may say to the contrary, the purpose of the House Appropriations Committee has been to make appropriations to maintain that standard. In the consideration of every naval appropriation bill, we examine the experts sent to us by the Department; and if I do say it I know that before the hearings are concluded our members are as qualified to discuss naval affairs and naval needs as the witnesses who appeared. Our Committee, as the country, is not desirous of an extreme Navy any more than it is desirous of an inadequate Navy. It is our effort to supply a Navy that will meet our national needs, comply with our treaty obligations, and enable us to have an adequate first line of defense. We are entering upon a building program of fast cruisers, and when they are completed the Fleet will be more homogeneous and more efficient than it now is. We have a very large number of destroyers, 200 or more of which are laid up. In time of need, these could be commissioned and put into active service. We have submarines which we think are, in power, the equal of those of any other nation. Our capital ships are limited by the Washington Treaty, but those we have are able properly to look after our interests. But forward as was the Washington Treaty, it is regrettable that the competition in naval armaments has not been completely eliminated. That treaty chiefly limited itself to battleships. The next conference should take into account all other types of naval craft, including aircraft carriers.

Once all the questions involved in limitation are ironed out, and a complete understanding shall have been reached covering the complexities involved in the maintenance of a ratio force, both land and sea, I am sure a condition of the world will be created which will aid in the realization of that great ideal of humanity—Peace.

Officers' Summer Schools

Maj. Gen. Robert H. Allen, U.S.A., Chief of Infantry, hopes to have the orders for Infantry officers to attend summer training schools out by March this year. Hitherto the orders have been as late as May and June. General Allen says he will hurry the orders along so that the officers may be saved the inconvenience of leaving their posts on short notice, and so that they make a preliminary study of the course they are to attend in school.

Seaplane Smoke Gun

The Chemical Warfare Service of the Army is making experiments to complete a small smoke gun that will be used by light seaplanes to cover the movements of battleships. There are several such smoke guns in Navy seaplanes for trial in the Navy, but they are so heavy that it would require a larger plane than could be accommodated on ships to carry them.

R. O. Ass'n Launches Campaign

The Reserve Officers Association of the United States, of which Gen. John Ross Delafield is president, has launched a campaign to obtain from Congress an increase of \$1,470,000 over budget estimates for the Organized Reserves.

The largest item is \$750,000 to provide uniforms for second lieutenants just commissioned in the Reserve Corps from the college training units or elsewhere; \$176,000 is asked to pay mileage for Regular Army officers assigned as executive heads of Organized Reserve regiments, \$630,000 more than recommended for travel and subsistence of enlisted men on duty with the Organized Reserve, and \$79,700 to make possible assignments of 14 additional Reserve officers to headquarters' duty.

ILLINOIS RESERVE OFFICERS.—The following officers were elected for the year 1926 for the Carroll County (Ill.) Chapter of the Reserve Officers Association of the United States: President, Lt. Col. J. B. Schreiter, Med-Res, First National Bank Building, Savanna, Ill.; vice president, Lt. Col. Ray McMahan, Inf-Res, Mt. Carroll, Ill.; secretary-treasurer, 1st Lt. Joseph Kolar, QM-Res, Savanna Proving Ground, Savanna, Ill.

Army and Navy
U.S.M.C.—N.G.

SERVICE NEWS AND GOSSIP

Coast Guard
Reserve Forces

C.W.S. WANTS \$300,000 FOR GAS MASKS FOR ARMY.—The Chemical Warfare Service of the Army will spend \$300,000 for gas masks next year if a recommendation in the President's budget estimate for the fiscal year 1927 meets with favor in Congress.

Coming as it does on the eve of when the Geneva protocol, signed last August by American representatives and purporting to outlaw the use of poisonous gases in future warfare, is expected to come before Congress for ratification, the recommendation is of great interest. The \$300,000 item for gas masks would make the total appropriation for the Chemical Warfare Service more than \$1,200,000—an increase of approximately one-third over that of 1926, or any other year in the service's history.

Maj. Gen. Amos A. Fries, U.S.A., Chief of the Chemical Warfare Service, who has long fought for more money, is elated. He regards the increased estimate as all that could be expected for next year under the general economy program, and as a possible indication that the Geneva protocol might meet with disfavor; certainly an indication that even if America adheres to the protocol she will not fall behind in chemical warfare preparedness.

General Fries admittedly is against ratification of the Geneva protocol. He says that history has shown all treaties outlawing efficient instruments of war to have been nothing but meaningless scraps of paper. He points to the agreement of the nations in 1898 not to use high explosive shells as one instance.

The \$300,000, if appropriated, will go for gas masks solely for the Army. It may not be generally known that during the past year the Chemical Warfare Service has been experimenting with and manufacturing equipment for both the Army and the Navy. The Navy already is equipped with a sufficient supply of masks, but the Army at present has but 10 masks to a company, and as these have been used some time for training purposes most of them have so deteriorated as to be unfit for actual use.

The C.W.S. plans to use as much of the \$900,000 as it possibly can for further chemical research and experimentation in anti-gas clothing and equipment.

Figures and facts about what other nations are doing to keep abreast of the progress in chemical warfare preparedness are believed to have actuated the increased estimate. General Fries' office has information that Great Britain is expending well over \$600,000 annually in search for new gases alone; that Doctor Haber, of Germany, the so-called father of chemical warfare, is supervising chemical research for the Japanese Government, and that Russia has undertaken a gigantic chemical warfare preparedness program that even calls for the securing of funds from school children.

COMING VACANCY FOR ASSISTANT TO SURGEON GENERAL OF THE ARMY.—The approaching retirement of Brig. Gen. James D. Glennan, assistant to the Surgeon General of the Army and commandant of the Army Medical Center at Walter Reed General Hospital, on March 2, 1926, due to his reaching the age of 64 years, is causing considerable speculation in Army medical circles as to who will be appointed to this prospective vacancy, which is considered a very desirable one. Several names have been mentioned in connection with this vacancy, but from authentic sources in the War Department it is stated that upon the retirement of General Glennan his duties will be taken over by Col. James M. Kennedy, M.C., who now commands the Letterman General Hospital, Presidio of San Francisco, Calif., and this, it is held, would be a very deserved appointment.

Although the prevailing opinion in medical circles is that Colonel Kennedy will be assigned to the Army Medical Center post, the names of six other medical colonels have been mentioned in connection with this assignment. They are, together with their present assignments, as follows:

Frank R. Keefer, headquarters, 2nd corps area, Governors Island, N. Y.; Henry C. Fisher, Army Medical School, Army Medical Center; Carl R. Darnall, executive officer, office of the Surgeon General; Edward L. Munson, headquarters, 9th corps area, Presidio of San Francisco, Calif.; Thomas S. Bratton, headquarters, Hawaiian Department, Fort Shafter, T. H.; and George A. Skinner, Camp Lewis, Wash. All of these officers, like Colonel Kennedy, have excellent records.

MACHINERY OF THE FLEET.—Although the machinery of practically every vessel in the United States Fleet is susceptible of considerable improvement by alterations, more or less expensive, and although such improvements have been planned to an amount exceeding \$40,000,000, lack of funds has prevented the carrying out of the project, without unduly sacrificing the operating availability and efficiency of the machinery as now installed. The Chief of the Bureau of Engineering points out one pleasing feature of the machinery situation, and that is that the present condition of the machinery of the fleet can be quickly determined from the fact that during the recent Hawaiian maneuvers of the entire fleet and the subsequent Australian cruise of the Battle Fleet no serious engineering casualties were reported on any class of combatant vessel. As the maneuvers were intended to simulate the instant availability required in time of war, it may reasonably be concluded that the machinery of the fleet is fit and ready in accordance with its design. It is the opinion of the bureau that enforced economy has benefited the Navy by eliminating extravagance and waste, by developing thrift and thoroughness, and in particular by developing the skill, zeal, and character of the naval personnel.

THE ARMY FINGERPRINT SYSTEM.—The value of the Army fingerprint system is shown by the fact that during the fiscal year 2,150 cases of fraudulent enlistment of former deserters, general prisoners, and others were discovered, 1,194 identifications were made in the cases of applicants for certificates in lieu of lost or destroyed discharge certificates, and 15,709 cases were handled for the Navy Department, Marine Corps, Department of Justice, sheriffs, and other officials throughout the United States. By means of the fingerprint system of identification The Adjutant General's office has assisted materially in the identification of aphasia cases, men who have been found dead, as well as many civil offenders who sought to evade arrest for their crimes by enlisting in the Army under assumed names. In the administration of the World War adjusted compensation act the fingerprint system of identification was utilized in identifying millions of claimants seeking the benefits under that act.

AVIATION FOR NAVY ENSIGNS.—One of the perplexing problems associated closely with the Navy Department's efforts to carry out the recommendations of the Morrow Board, the assignment of young officers to aviation, has been worked out by the Bureau of Navigation and the Bureau of Aeronautics in a plan for universal flying training for all graduates of the Naval Academy.

In view of the numerous "investigations," with their resulting recommendations for improving aviation in the Navy, a comprehensive study of the most pressing problems has been under way in the Navy Department, and for months past there has been an exchange of views in an effort to find solutions.

On this particular problem there has been a wide divergence of views held by naval aviation officers and the Service generally, and an especial effort has been made to find a solution satisfactory to both. A definite policy has been worked out that is ready for final approval, and an effort will be made to have funds appropriated through the urgent deficiency bill to carry it out.

The report of the Special Board, appointed by the Secretary of the Navy, which was made last February, recommended that future graduates of the Naval Academy be assigned to aviation duty as pilots or observers, in so far as the other requirements of the service will permit, after they have completed at least two years' service afloat, has served as the basis for the proposed solution of this highly controversial point.

The plan proposed is for all of the graduates of the Academy to have a three months' training in groundwork aviation, in addition to the Academy "book course," immediately following their graduation, then to be assigned to the fleet. Following this assignment the young ensigns will be sent in batches of 25 to 30 to Hampton Roads and San Diego for a period of approximately 30 days for actual flying training, each of them to get a minimum of 25 hours in the air. During this period of sea duty, which may be curtailed to one year if found necessary, each will be given practical training in radio, and at the end of the period afloat the entire class can be drawn on to fill the needs of the aviation branch. This will constitute, its proponents claim, a selection for aviation duty by a process of elimination of the least fit and will make aviation training universal in the service, so far as the future officer personnel is concerned.

To do this it will require the appropriation of funds for planes and equipment at Hampton Roads and San Diego, and as no provision has been made for this in the budget it will be necessary to secure a deficiency appropriation.

The officers responsible for the working out of this plan claim that it will make it easier to get the desired number and type of young officers for aviation, and at the same time tend to make aviation more nearly an integral part of the Navy with all young officers learning actual flying. They hold that it will greatly increase the interest of these young officers and increase the number desiring to "go in for aviation," thus making possible a higher selectivity for the thorough training afforded at Pensacola.

DELAYING IMMEDIATE ACTION LETTERS.—There has been a tendency among some officers of the National Guard to appreciate the necessity of "promptness" when they receive an "immediate action" letter, and are prone to delay in giving it proper attention.

"Immediate action" letters, by Army Regulations, are provided principally for the purpose of reducing to a minimum the great expense incident to telegraphic communication, or to prevent overloading such service, on all urgent matters that might be handled by the wires, but which, if sent by mail, ordinarily reach the addressee at a time sufficient for him to give appropriate attention and initiate proper action. Thus a red-bordered letter marked "immediate action" is essentially a telegram. It means something extraordinary, consequently when one appears it is evidence that there is need for instant response to any directive it may convey.

As an officer of the Ohio National Guard recently pointed out so strongly: "Unless these letters are regarded with the proper respect they are reduced to the basis of routine communication, hence their frequency necessarily must be increased. It follows that if this done, 'immediate action' letters suffer a fate like that of the shepherd boy who cried, 'wolf, wolf!' too often. Prompt response to these infrequent letters will prevent them from becoming common, and all concerned will know, as the fabled rescuers of the shepherd boy would have known had he been more discreet, that the cry of 'wolf, wolf,' is not uttered merely for the purpose of somebody hearing his own voice."

ANTI-AIRCRAFT ARTILLERY IMPROVEMENTS.—Firings conducted with 3-inch anti-aircraft guns during the year have proved conclusively that the Mark III fuse is superior to all other types using the powder time train. The Mark III fuse has accordingly been adopted as standard, and steps are being taken to issue to all anti-aircraft organizations new trajectory charts and firing tables made up for the Mark III fuse. A change to the Mark III fuse involves putting new scales and charts on the following instruments: The R. A. Corrector, the Fuse Range Disc, the Fuse Setter.

Considerable improvement has been made in the sighting mechanism of the 3-inch anti-aircraft gun. Those who have had experience with this material are familiar with the many deficiencies of this sighting mechanism, such as lost motion, backlash, and friction. Practically all of these defects have been eliminated in a new design of sighting mechanism. Within the next few months, this new sighting mechanism will be placed on all 3-inch guns which are served by organizations in target practice.

CHINA TO HAVE A COAST GUARD LIKE THAT OF UNITED STATES.—

Following a conference with Rear Adm. F. C. Billard, commandant of the U.S. Coast Guard at Washington, recently, formation of a Chinese coast guard, modeled on the U.S. Coast Guard was decided upon. This new service will patrol waters adjacent to China and seek to destroy pirates and smugglers infesting those sections. Its duties, in general, will be similar to the routine followed by the United States Coast Guard, life-saving and rescue work forming the basis of its usefulness. Members of the Chinese delegation who called on the commandant were Lt. Comdr. T. P. Liu, chief of the survey section, hydrographic department, Chinese Navy; Lt. S. T. Liu and Lt. Y. H. Yeh, of the hydrographic department, Chinese Navy.

U. S. ARMY AND COMPONENTS

REPORT OF CHIEF OF STAFF, U.S.A.

Maj. Gen. John L. Hines, Chief of Staff, U.S.A., in his annual report for 1925, made public this week, in referring to a number of new high power artillery weapons developed, makes the following pertinent remarks:

"Although the improvements above mentioned are real and within our grasp, we are in no position to undertake the manufacture of a single one of these improved weapons upon the outbreak of war. Nor will we be in any such position until we manufacture sufficient quantities to permit adequate service test and standardize jigs, gauges, fixtures, and manufacturing processes. The Chief of Ordnance has recently recommended a program for these purposes over a period of ten years. This program should be carried out."

General Hines speaks in general of subjects already covered by the chiefs of branches in their annual reports previously made public.

Among the subjects covered are: The General Staff Organization, Training of the Army, National Guard, Organized Reserves R.O.T.C., and C.M.T.C. The Hawaiian joint exercises. Second defense test, military supply, Infantry and Artillery, Infantry weapons and anti-aircraft weapons, selective service law, Army and Navy cooperation, chiefs of branches and housing situation.

General Hines in paying a tribute to Gen. John J. Pershing, U.S.A., incident to his retirement on Sept. 13, 1924, says in part:

"General Pershing will be regarded by posterity not only as one of America's most renowned war commanders, but also as one of our outstanding military administrators. The magnitude of the tasks he has so successfully accomplished, both in war or peace, will be fully appreciated in the clear and unbiased light of history."

In speaking of improved artillery weapons, General Hines says:

A type of pack howitzer has been developed which fires the same projectile as the new 75-mm. field piece and which, in addition to

other improvements, doubles the range of the present mountain gun.

A 75-mm. field piece has been developed which has an increased range over the World War type of nearly 40 percent. There are also other improvements embodied in this type, but the fact that an Infantry advance can be supported for an additional 4,000 yards is sufficient to indicate the folly of neglecting this type.

The American Army has never been furnished with 105-mm. howitzer materiel. This piece is essential for mobile war. The Ordnance Department has progressed far enough to be certain that this type of weapon, now under development, will have a range of about 12,000 yards with a 33-pound projectile.

A model of an improved 4.7-inch gun has been constructed which has a range of 20,000 yards, with a lateral field of fire of 60 degrees while still keeping within a weight limit which can be handled with a 5-ton tractor. Comparison of the range of 20,000 yards of this new type with the war type range of 9,000 yards gives a slight, though totally inadequate idea of the improvement. The 155-mm. howitzer is the companion piece to the 4.7-inch gun. Everyone is familiar with the excellent work done by the 155-mm. howitzer during the World War. But the Ordnance Department has increased the range of the World War type by nearly 4,000 yards and has increased the field of fire to 60 degrees.

In Army artillery the development has been no less striking than in the calibers already considered.

In Anti-aircraft Weapons

Since the World War the Ordnance Department has developed a .50-caliber anti-aircraft machine gun which, as compared with the .30-caliber war type, has the following advantages:

An increase in range of over 100 percent.
An increase in striking energy of about 500 percent.

An increase in visibility range of tracer ammunition of about 100 percent.

An increase in ability to pierce armor of about 100 percent. These advantages have been obtained without appreciably decreasing the rate of fire.

An entirely new weapon, the 37-mm. anti-aircraft automatic cannon, is now under development. The first tests have been successfully passed. This gun promises a velocity of 3,000 f/s, a possible vertical range of 15,000 feet with a visible tracer range of 10,000 feet. This piece should assist materially in solving the problem of defense against aircraft. However, the Ordnance Department is undertaking the development or improvement of still heavier pieces. Ground defense against aircraft can be further improved and brought to reasonable efficiency. Mobility is the greatest single asset of the Air Service, and in the interest of developing the full power of this service, it is vital that we develop ground defense so as to avoid tying our own Air Service down to the defense of localities against hostile planes.

MARKING AIRWAYS

For sometime the Army Air Service has been keenly alive to the urgent necessity of providing some means by which the pilots of aircraft may identify readily from the air the localities over which they are flying. Many accidents have occurred due to the fact that in fog or other unfavorable weather conditions, a pilot has lost his bearings, could not tell from his map where he was, and was compelled to land in order to ascertain his whereabouts.

It can be readily understood that if the names of towns along and near the air routes could be painted on the roofs of buildings so that those names could be seen from the air, the pilots' task would be made much easier. The marking of towns in this way will be of immense benefit, not alone to military pilots, but to commercial pilots as well. In fact, until the airways are thus outlined, commercial flying over regular routes is almost impractical.

The St. Joseph, Mo., Chapter of the National Aeronautic Association has recently interested itself in this matter and with aid and support of the people of St. Joseph, Mo., it has taken hold of it in an energetic and most gratifying manner. Arrangements have been perfected by which many of the airways throughout the central part of the United States will be thus plainly marked so they can be followed with comparative ease and so that flying, air transportation, air travel, will be made much safer.

The Army Air Service is particularly gratified to know of the interest taken by the St. Joseph Chapter and the people of that city in thus promoting aviation, and is glad to give credit, as well as its thanks, to those who have done so much to assist in bringing about the coming era when air travel will play a great part in the economic life of this nation. The importance of this work cannot be stressed too highly, and the fact that it has been thus grasped and that practical steps have been taken to bring about this great improvement is something that is worthy of recognition and of praise.

INF. ASS'N ELECTS OFFICERS

The annual meeting of the United States Infantry Association was held in the Infantry Building in Washington, D. C., recently, at which was announced the election of officers and members of the executive council for terms of two years. Brig. Gen. Harry A. Smith, chief of war plans division of the War Department General Staff, was elected president, and Brig. Gen. Brian H. Wells, commandant of the Infantry School at Ft. Benning, Ga., was elected vice president. The seven additional members of the executive council elected at the meeting were: Cols. John J. Toffey and A. J. Macnab, both of whom are on duty in the office of the Chief of Infantry; Lt. Col. Wilson B. Burt, instructor at the War College; Lt. Col. Asa L. Singleton, 29th Infantry, Ft. Benning, Ga.; Maj. J. A. Atkins, assistant secretary of the War Department General Staff; Maj. W. A. Ganoe, on duty in the Historical Section of the Army War College, and Maj. Paul J. Mueller, the present secretary and editor of the Infantry Journal, on duty in the office of the Chief of Infantry.

ARMY HOUSING PLANS

The disgraceful situation in the matter of quarters for officers and men of the United States Army at many permanent posts is plainly pointed out in a statement made by the Hon. Dwight F. Davis, Secretary of War recently, who said:

Forty thousand American soldiers are now living in shacks. Married officers with children are being lodged in houses which would be condemned in any progressive American municipality. The men are living under leaking roofs, and upon rotting floors. The situation has gotten so bad that altogether apart from the unnecessary discomfort and hardship imposed upon the troops, the maintenance of the system of structures has become an extravagance. All the money the War Department can spare for the purpose is not sufficient to preserve these old buildings from further continuous deterioration. We are throwing good money after bad.

This situation has been a gradual development. The changes in duty of the Regular Army, created by the act of 1920, have made the geographical position of many of our posts unsuitable. The technical requirements for the training of the new arms, developed by the war, have required special locations for such new units. This is particularly true of the Air Service. The Army increased by about 20 percent since 1916 could not be housed in our pre-war barracks and quarters. The Army was accordingly compelled to make out with the temporary structures with which so many of our countrymen became familiar during the winter of 1917-18.

The first remedy proposed for this situation was a very expensive plan based on an ideal disposition of the troops of the Regular Army without much reference to the existing Army housing. This scheme was disapproved by the War Department and a new plan has recently been prepared. This plan involves the barest necessities. All posts which can possibly be used are to be made use of. The new structures provided are to be of the simplest type. In compliance with special congressional authority, this new housing scheme has been transmitted to Congress. A novel feature of the plan is its means of financing the cost of construction. While we took advantage of existing Army structures as far as we could there were a good many posts which we could not utilize.

Changes in the range of modern artillery have made many of them obsolete for coast defense. Consequently, we expect to have a considerable amount of surplus real estate. We plan to sell this real estate and use the funds derived therefrom to finance a large part of our new housing program. If we could get credit for all the real estate which has been sold as surplus since the World War, we would have enough money to pay for the entire housing program.

"As Secretary of War I am, of course, personally most interested in correcting conditions among the men under my command which I believe to be a disgrace to the Government. I am naturally most happy that the President has endorsed this building program. I firmly believe that any one who was conversant with existing conditions would insist on an improvement in Army housing, and that any impartial engineer would regard as absurd our present system of repairing structures which have already lasted years longer than they were ever expected to last, and which are deteriorating more rapidly than they can be repaired."

MARYLAND NAT. GUARD

The 29th Division Air Service, of the Maryland National Guard, the first National Guard Air Service to be organized, consists of 21 officers and 85 enlisted men. It has replaced the old canvas covered wood-frame hangars with two large modern steel hangars furnished by the Federal Government, the state furnishing the required transportation and erecting funds. These hangars are equipped with electric lights, concrete floors, running water and a large underground gasoline tank.

The 29th's airfield at Dundalk (adjacent

to Baltimore), is a convenient stopping place for planes traveling north or south. At present there is much agitation regarding new aircraft for the National Guard. There are no more JNs and the selection of a new plane is about to be made. This plane undoubtedly, will be the advanced training type with considerable more performance than the JNs. It would seem the ideal layout for a National Guard air unit would be two standard Liberty engine observation planes, such as: the Douglas SO-2; 6 advanced training planes of the Vaughn class and the retention of 2 of the JNs primary training type. This would allow a unit two planes of sufficient performance to carry out any regular air service mission. The six advanced training types would allow for a five ship formation with one in reserve and the two primary training types would be available for refresher work for pilots joining the organization after being some time away from flying.

The encampments last summer were very successful. The Brigade Headquarters Company, Quartermaster Detachment and two Infantry regiments encamped at Virginia Beach; the 104th Medical Regiment at Carlisle Barracks, Pa.; the 110th Field Artillery at Tobyhanna, Pa.; the 29th Division, Air Service, at Langley Field, Va., and the 1st Separate Company, Inf. (colored), at Saunders Range, Md. In connection with the annual encampments it is contemplated to secure a site within the State of Maryland for the encampment in 1926, and to make this the permanent site.

The Women's Board of the 5th Infantry has presented to the regiment a beautiful memorial bronze by Baltimore's eminent sculptor, Hans Schuler, depicting the figure of Liberty arising from the tumult and carnage of battle, under which are the names of the regiment's dead, and flanked on both sides with bronze panels bearing the roster of the entire regiment. The dedication ceremonies were marked by a most impressive simplicity. The principal speakers were Governor Albert C. Ritchie and Senator William Cabell Bruce. The memorial covers the entire front entrance to the armory and is both dignified and imposing.

RECRUITING IN MASS. N.G.

In order to stimulate recruiting in the National Guard of Massachusetts, prizes from \$10 down to \$2 were offered by Adj. Gen. Jesse F. Stevens. The winner was to receive, in addition to \$10, a new uniform made to order. Sixty-five prizes were awarded to men who secured from one recruit to 44.

The winner of the grand prize was Sgt. James W. Canole, of Co. L, 182d Inf., who secured 44 recruits. In announcing the winner of the competition, General Stevens congratulated Sergeant Canole and the other men for their endeavor to recruit men of high caliber, but states that the net results of the competition was disappointing, in that the total number of recruits obtained by all contestants was considerably lower than had been expected. The total number of recruits secured was 587.

WINTER PLATTSBURG PLANS

Chicago quartermaster Reserve Officers pledged themselves to cooperate with New York officers toward the national movement to coordinate and unify the work of the Winter Plattsburgs of the country, when Col. C. E. Jaques, president of the Chicago Winter Plattsburg addressed the recent meeting of the New York Winter Plattsburg.

"My brief opportunity to see New York officers at work on their problems of preparedness against war," he said, "coupled with the experiences we have had in Chicago, confirm me in the belief that the Winter Plattsburg groups throughout the country should make every effort to work out a scheme of work by which they could concentrate their efforts on basic problems involving the mobilization of the country in case of war, and the training of officers to meet such a situation. None of us wants war, but such work as the Winter Plattsburg is the best insurance for peace."

"Chicago's interest in the Winter Plattsburg work is evidenced by the large attendance of real workers we have who are trying to solve our particular problems. New York, now in its fourth year of such work, naturally follows a slightly different program, but the work of all the Winter Plattsburg groups from Boston to Seattle should be along the same lines, and New York can count upon Chicago to do its part in making this a national movement."

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Calvin Coolidge
Secretary of War
Dwight F. Davis

Chief of Staff
Maj. Gen. John L. Hines
Deputy Chief
Maj. Gen. Dennis E. Nolan

Circular 50, December 15, 1925, W.D.

This circular refers to the following:
Replacement of animals, fiscal year 1925.
Undesirable drawing instruments.
Change in hand-book of the War Department General Staff.
Efficiency reports.
Enlistments by enlisted men discharged otherwise than honorably.
Selection of purpose numbers.
Issuance of orders prescribed per diem for periods of temporary duty.
Use of caliber 3 blank ammunition.

Circular 51, December 22, 1925, W.D.

This circular deals with the following subjects: Lapel ribbons, wearing of canteen, restrictions on the use of public animals and funds for polo.

JUDGE ADVOCATE GENERAL'S DEPT.

MAJ. GEN. JOHN A. HULL, J.A.G.

Maj. A. W. Gullion, Wash., D. C., to Army and Navy Hospital, Hot Springs National Park, Ark., for treatment. (Dec. 22.)

QUARTERMASTER CORPS

MAJ. GEN. W. H. HART, Q.M.C.

First Lt. H. Spear, to New York and sail Jan. 21 on expiration of leave to duty Canal Zone. (Dec. 23.)

Capt. C. J. Isley, to duty as Q.M., Ft. Thomas, Ky. (Dec. 23.)

Capt. G. S. Koppke, to duty as assistant to C.O., Q.M. intermediate depot, Chicago, Ill. (Dec. 24.)

First Lt. L. E. Bowman, to duty as student, officers' course, School for Bakers and Cooks, Ft. Benning, Ga., Feb. 1. (Dec. 28.)

MEDICAL DEPARTMENT

MAJ. GEN. M. W. IRELAND, S.G.

Dental Corps

Capt. V. Z. Brown, to duty Ft. Brown, Tex., June 4. (Dec. 22.)

Capt. E. P. Dameron and J. B. Mann and 1st Lts. J. M. Epperly, J. H. Pence, E. F. Arnold and M. J. Real, to duty Walter Reed Hospital, Washington, D. C., June 4. (Dec. 22.)

CORPS OF ENGINEERS

MAJ. GEN. HARRY TAYLOR, C. of E.

Capt. E. P. Ketchum, to Ft. Sam Houston, Tex., for duty with engineers, Feb. 1. (Dec. 28.)

Second Lt. W. Hastings, to duty with Org. Res., 1st Corps Area, with 341st Engrs., Boston, Mass. (Dec. 28.)

SIGNAL CORPS

MAJ. GEN. CHARLES McK. SALTZMAN, C.S.O.

First Lt. J. K. Buchanan, to duty with Signal Corps, Presidio of San Francisco, Calif. (Dec. 28.)

CAVALRY

MAJ. GEN. MALIN CRAIG, C. OF CAV.

Lt. Col. H. J. McKenny, to Army War College, Washington, D. C., for assignment to duty. (Dec. 22.)

FIELD ARTILLERY

MAJ. GEN. W. J. SNOW, C. OF F.A.

First Lt. E. F. Hammond, on expiration of leave to U.S.M.A., West Point, N. Y., for duty. (Dec. 23.)

Lt. Col. E. R. Coppock, to duty with Hdqrs. Artillery Group, 8th Corps Area, San Antonio, Tex., on expiration of present leave. (Dec. 23.)

Maj. W. C. Crane, Jr., from duties as student of Japanese language, Tokyo, Japan, Jan. 31, and assigned to 1st F.A., and will proceed to New York City, thence to Wash., D. C., for temporary duty in office Asst. Chief of Staff, G-2, thence to duty Ft. Sill, Okla. (Dec. 24.)

AIR SERVICE

MAJ. GEN. M. M. PATRICK, C. OF A. S.

First Lt. H. R. Harris, on expiration of leave to duty Kelly Field, Tex. (Dec. 22.)

Capt. W. O. Butler, to course of instruction in observation training, Air Service Advanced Flying School, Kelly Field, Tex. (Dec. 22.)

First Lt. E. M. Morris, to duty, Langley Field, Hampton, Va. (Dec. 28.)

LEAVES

One month, 12 days, to Chaplain F. P. MacKenzie, U.S.A., Feb. 1, with permission to leave U. S. (Dec. 22.)

Two months to Maj. O. Westover, A.S., Jan. 15, with permission to leave U. S. (Dec. 22.)

Two months to Capt. J. L. Alverson, Q.M.C., on arrival at San Francisco. (Dec. 23.)

Leave on account of sickness to Lt. Col. F. J. Behr, insp. gen., extended 1 month. (Dec. 23.)

One month, 15 days, to Lt. Col. W. A. Austin, Cav., Jan. 1. (Dec. 23.)

One month, 29 days, to 1st Lt. J. T. Falin, Q.M.C. (Dec. 24.)

Three months, to Lt. Col. T. Campbell, F.D., on arrival in U. S. (Dec. 24.)

One month, to Capt. W. W. Rhein, C.A., on arrival in San Francisco. (Dec. 23.)

ORDERS TO RETIRED OFFICERS

Maj. F. L. Beale, U.S.A., Ret., to Hot Springs National Park, Ark., Army and Navy Hospital, for treatment. (Dec. 28.)

D. E. M. L.

Sgt. R. C. Atterbury, to D.E.M.L., and to duty with Minn. N.G., as sgt.-instr., Inf., Minneapolis. (Dec. 23.)

Sgt. M. Avery, to D.E.M.L., and to duty with Pa. N.G., as sgt.-instr., Cav., New Castle, Pa. (Dec. 23.)

Sgt. J. H. Brown to D.E.M.L., and duty with N. Carolina N.G., as sgt.-instr., Inf., at Waynesville, N. C. (Dec. 23.)

Sgt. E. E. Dixon, D.E.M.L., to duty with Ariz. N.G., as sgt.-instr., Q.M.C., at Phoenix, Ariz. (Dec. 23.)

TRANSFERS

Second Lt. R. E. Burns, A.S., to S.C., Dec. 18, to duty with S.C., of 2d Div. (Dec. 22.)

Second Lt. J. O'D. Murtagh, A.S., to Inf., Dec. 18, to duty with Inf. of 2d Div. (Dec. 24.)

ARMY FIELD CLERKS

Fld. Clk. G. W. Lewis, Q.M.C., to sail from San Francisco Jan. 27 to duty Philippine Q.M. depot, Manila, P. I. (Dec. 22.)

RETIREMENT OF ENLISTED MEN

Matr. Sgt. J. F. Chism, 30th Inf., at Presidio of San Francisco. (Dec. 23.)

Matr. Sgt. C. Hawkinson, M.D., at Fitzsimons Hospital, Denver, Colo. (Dec. 24.)

Matr. Sgt. F. E. Bacon, O.D., at Ft. Hayes, Ohio. (Dec. 28.)

Matr. Sgt. L. W. Schild, Q.M.C., at Presidio of San Francisco. (Dec. 28.)

ORGANIZED RESERVES

Lt. Col. R. E. Anderson, Sanitary Corps, to active duty Jan. 3, at Wash., D. C., with Surgeon Gen., for training. (Dec. 22.)

Lt. Col. H. J. Burt, Q.M.C., to active duty Jan. 4, at Washington, D. C., for training with Q.M. Gen. (Dec. 23.)

Second Lt. R. M. Burkin, Q.M.C., to active duty Jan. 4, at Washington General intermediate depot for training. (Dec. 28.)

Maj. R. W. Jones, Q.M.C., to active duty, Jan. 3, at Chicago Q.M. intermediate depot for training. (Dec. 28.)

Lt. Col. F. S. Dickinson and A. Littauer, to active duty Jan. 3, at Wash., D. C., for training with Asst. Secretary of War, in connection with procurement activities. (Dec. 28.)

Capt. P. Slowe, Q.M.C., to active duty Jan. 18, at Boston Q.M. intermediate depot for training. (Dec. 28.)

Capt. H. H. Hart and T. L. Williamson, to active duty, Jan. 18, at Boston Q.M. intermediate depot for training. (Dec. 28.)

CANDIDATES FOR U.S.M.A.

The following candidates have been designated during the past week for the U.S.M.A., entrance examination to be held beginning on Mar. 2, 1926, with a view to admission to the Military Academy on July 1, 1926:

California, 4th District.—Ainsley M. Carlton, 2701 Larkin St., San Francisco; Albert Watson, 1125 Francisco St., San Francisco; Gerald L. Bettman, 1st alt., 473 21st Ave., San Francisco; Cortez A. Kitchen, 1st alt., 698 Bush St., San Francisco; Theodore Conway (2d alt. for 2 vacancies), 178 Infantry Terrace, Presidio of San Francisco.

Illinois, 23d District.—Walter E. Halford, Bayle City; Kenneth H. Setzekorn, 1st alt., Mount Vernon; Jos. A. Edwards, 2d alt., 115 W. 12th St., Mount Vernon.

Indiana, 4th District.—Otis F. Bryan, 2d alt., R. R. No. 1, Crothersville.

Michigan, 4th District.—Bernard Blakeman, Paw Paw; Paul H. Mason, 1st alt., 108 Wenzel Ave., Sturgis.

Mississippi, 2d District.—Wm. B. Gresham, Ashland; Earl Renick, 1st alt., Ashland.

Missouri, 10th District.—Maurice F. Murphy, Jr., 227 E. Lockwood Ave., Webster Groves.

New Hampshire, 2d District.—Ralph D. Holt, 41 Chester St., Nashua.

New York, 37th District.—Archibald Wm. Stuart, Canisteo; Jas. W. Pumpelly, 1st alt., Candor.

North Dakota, 1st District.—Christian Larson, 1st alt., Bisbee.

Ohio, 21st District.—Eric O. Niederle, 3517 E. 135th St., Cleveland; Hamilton H. Howze, 1st alt., 6718 Union Ave., Cleveland.

Pennsylvania, 34th District.—Wm. M. Morin, Apt. 201, The Iroquois, Pittsburgh.

Tennessee, 8th District.—Hunter M. Steadman, Selmer; Emery C. Florence, 1st alt., Camden.

Wyoming, Senator Kendrick.—Owen G. Troastle, 2222 Pioneer Ave., Cheyenne; Jos. E. Bell, 1st alt., Cheyenne; Lee J. Adamson, 2d alt., Powell.

U.S.A.L., President Coolidge.—John S. Guthrie, care of Maj. S. L. Godfrey, U.S.A., Ft. Leavenworth, Kans.; Roger W. Bates, 33 Park Ave., Bronxville, N. Y.; Dan E. Wade, Peekskill Military Academy, Peekskill, N. Y.; Thos. B. Holmes, care of Capt. P. S. Holmes, Q.M.C., Ft. Sam Houston, Tex.; Theodore J. Conway, 178 Infantry Terrace, Presidio of San Francisco, Calif.

National Guard, Michigan.—Glen E. Buita, Sgt. Hdqrs. Co., 125th Inf., 3852 Beaver St., Detroit.

ARMY OFFICERS' EXPENSES

It has come to the attention of the War Department that there is some misunderstanding as to the rights of an officer to actual expenses or per diem for a period of temporary duty when such temporary duty, in fact, is in connection with travel away from his permanent station; and the officer is in an actual expense or per diem status while actually en route to or from the place, or places, of temporary duty. In this connection the War Department says:

For the information of all concerned and by way of illustration, an officer with station at New York, N. Y., who is ordered to Paris, France, for what, in fact, is a temporary military duty, and upon the completion thereof to return to his station, is in a travel status, in so far as his rights to mileage, actual expenses, or per diem are concerned, from the time he departs from his permanent station in New York City until he shall return thereto, including the period of temporary duty at Paris required by his travel orders. While in such travel status he is entitled to mileage, actual expenses, or per diem, as provided in section 12 of the act of June 10, 1922 (Bul. No. 9, W.D., 1922). As the entire travel is outside the limits of the United States in North America, no right to reimbursement on a mileage basis exists and the officer is entitled to actual expenses within authorized limits for the entire period of his travel status except for such portion thereof as orders may direct reimbursement of per diem in lieu of subsistence.

If the orders do not direct reimbursement on a per diem basis, then reimbursement on an actual expense basis within authorized limits is authorized by the law for the travel from New York City to Paris, for the period of temporary duty in Paris, and for the travel in returning from Paris to his permanent station. The existing instructions prohibiting the prescribing of per diem for travel on a Government vessel or commercial liner are continued. For the land travel overseas and for the period of temporary duty overseas, it is discretionary with the agency issuing the travel orders as to whether the officer shall be allowed actual expenses or per diem in lieu of subsistence.

If such agency shall determine upon a per diem reimbursement, it is necessary that the orders which are to be issued specifically pre-

scribe a per diem in lieu of subsistence, otherwise the officer automatically becomes entitled to actual expenses as provided in the law. The statute prescribes a maximum per diem allowance which may be prescribed. It is discretionary with the department in each case whether it prescribe the maximum or a lower rate. Agencies which are recommending the issuance of this class of orders, or issuing orders for travel on a per diem basis, should take into consideration the officer's reimbursement rights under the law, and in any case where the maximum per diem authorized by the law is considered as excessive or unnecessary, a smaller rate of per diem should be prescribed.

CO. B, 2D ENGRS., U.S.A., EXCELS

A competition to determine the best lettered company in the 2d Engineers, U.S.A., has been held. The award of the board to make the determination shows in detail the ratings given to Companies B and D, the best companies in their respective battalions as determined by their battalion commanders. The award for superior excellence is made to Co. B, 1st Battalion, 1st Lt. Patrick H. Timothy, Jr., commanding.

The tests to determine superiority embraced practically all phases of administration and training, and therefore every member of the company, from company commander to the last recruit to join the company has an individual share in the highly praiseworthy result achieved.

"The winning of a contest," says Col. Lytle Brown, commanding, "is of little value and may be misleading if won against spiritless contenders. The value of success in this instance is enhanced by the stiff opposition presented by the excellent work presented by Company D of the 2d Battalion, 1st Lt. Robert D. Ingalls, commanding. Further, the good effect of competitions may be vitiated unless they are tempered finely by a spirit of good sportsmanship, and the presence of that spirit is quite as worthy of high praise as the fact of winning, and will find a response in the heart of every observer."

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BANK REFERENCES: Washington Mechanics Savings Bank; District National Bank; Commercial National Bank; Merchants Bank and Trust Company; Takoma Park Bank.

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Aviation No Longer a Stepchild

With a celerity which deserves commendation, the General Staff has worked out the details in connection with the adoption of the recommendations of the President's Aircraft Board. Announcement of the orders necessary to effect the changes which can be made by executive direction will be made next week. Drafts of the bills required for those changes which law only can authorize have been prepared, and these will be transmitted simultaneously to the appropriate committees of the two Houses.

The Navy Department is behind the War Department in carrying out the recommendations of the Morrow Board, but within a couple of weeks it, too, will be ready, and then it remains for Congress to act.

So we are on our way to ending the reproach that aviation is a stepchild and making it full-fledged member of the Services.

Air Sections to be Created

The orders, which the Secretary of War will issue upon the recommendation of the General Staff, and which will be based upon the plan formulated by the Morrow Board, will create an air section in each of the five divisions of the General Staff. This will be headed by a General Staff or Acting General Staff officer detailed from the Air Service. Having the same supervision as other sections of its division, the air section will consider and recommend action on such air matters as may be referred to the division. Here is equality, and equality means contentment. The Secretary of the Navy will detail naval aviators in both the office of the Chief of Naval Operations and the Bureau of Navigation. They will have the same status in such positions as officers detailed from other branches.

So one serious cause of complaint is on the verge of elimination.

Flight Pay to be for Flight Duty

Flight pay is to be authorized only for duty involving actual flying or training in flying. Both Services are making a study of the subject of the insurance of flyers, and will have a definite plan to submit which will require congressional sanction. Arrangements also are being made to encourage enlisted men to qualify as air pilots. The General Staff is making a comprehensive study to determine the total air strength which the Army should possess, and legislation covering this important point will be prepared and presented to Congress.

The Secretary of the Navy hereafter will confine his selections for command or for general line duty on aircraft carriers and tenders or for command of flying schools or immediate commands of flying activities to naval aviators. The policy of disassociating aviators assigned to general line duty as little as possible from aviation will be inaugurated. In other words, none of the recommendations made by the Morrow Board will be put aside. They will be adopted and rigidly enforced.

Additional Assistant Secretaries to be Authorized

The Senate already has passed the bill authorizing an additional Assistant Secretary of Commerce, who will have direct charge of aviation. The House unquestionably will take like action. Thus a precedent will be established for the creation of additional Assistant Secretaries of War and Navy with wide powers. Of course, the act approved will not specifically state that the Assistant Secretary is to have charge of aviation. The duties of this official will include other matters, including the National Guard, Reserve officers, Naval Militia and Reserves, etc. Adherents of the Mitchell program will attempt to force the establishment of a department of national defense or a separate department of aviation. With the President opposed, they will not be successful. The power of the President in Congress is not generally realized. An indication was given by the quickness with which the House passed the bill reducing income taxes. But what impressed the politicians was the solid organization, which action upon this measure showed had been formed by the Republicans in the lower Chamber. The truth is that Mr. Coolidge has such tremendous popularity throughout the country, probably greater than that of any other President of recent times, that the members of the Senate and House are disposed to go along with his views. They know if they oppose him the people will have something to say next November.

And the voice of the people is the voice of victory or defeat!

Disarmament Under the Microscope

The General Staff of the Army and the General Board of the Navy have begun studies to assist the American delegation to the Disarmament Conference. It can not be too strongly emphasized that the impending conference will be of vital consequence to the Services. While there is nothing to indicate that the American Army will suffer any reduction, for the simple reason that it has been cut already below the safety point, in the opinion of the Secretary of War and his advisers there is always the possibility in a meeting of the kind proposed that, in order to effect an agreement the representatives of this Government will give assent to suggestions which might lead to curtailment. Under the circumstances, it is of the highest importance that the delegation shall be accompanied by the ablest officers that can be selected, and that they shall be reinforced by the most exhaustive studies which the General Staff can prepare.

Likewise with the Navy. There will be many questions presented at the conference. If France is to agree to a limitation of her land forces, she undoubtedly will demand that there be a further limitation placed upon the sea power of Great Britain, and such a limitation, in order to be acceptable, must be applied to the fleets of all other nations, including that of the United States. It behooves the General Board, therefore, to be so prepared that wherever the cut is decreed it shall be in a direction which will do the least harm to the efficiency of the Service.

REVEILLE By BUGLER BILL

*"Now the New Year reviving old Desires,
The thoughtful Soul to Solitude retires."
Give me a Jazzbelle and a cabaret—
Let someone else stay home and tend the fires.*

Up-to-date daughter (home from college)—"Where's my Rubaiyat?"
Old-fashioned mother—"You should say, 'Where is my ruby,' not 'where is my ruby at.'"

The social arbiter of the National Capital undertakes to give the ankles of Washington society girls a party and invite their dresses down, but a "coming-out" party is the only popular kind nowadays.

When Hercules returned from the valley of Nemea with the dead lion which he had slain, Eurystheus was so alarmed by this proof of his valor that he ordered him thereafter to report the results of his 12 labors outside the town, where the people couldn't hear the tale, and in much this spirit Mayor Kendrick fires Smedley Butler. A hydra with nine heads has nothing on Philadelphia politics.

The new Sultan of Arabia has abolished jazz and cocktails, and it is understood he is getting ready to run for Congress on the Anti-Saloon League ticket.

There is at least one satisfying thought about that proposed new conference for the limitation of naval armaments—we haven't got any more brand new battleships to sink.

Russia's capture of the Afghan post of Darkbad creates just that kind of an outlook for Geneva's kind invitation to a disarmament party.

The Alaskan Eskimo who complains of the New York weather that it is entirely too severe reminds us that the first thing Admiral Peary did when he returned to Washington from the North Pole was to catch cold.

The anthracite miner who was frozen because he couldn't buy any coal is now in a position to appreciate the predicament of that chap who was hoist by his own petard.

*Without a spark to warm his flue,
The poet's nose has turned quite blue
I'm sorry for the loon;
He has no coal,
Poor wretched soul,
And though the weather's down to zero,
He has to fiddle up like Nero,
And write a poem on June.*

UNCLE ENOCH SAYS

Ah bin makin' New Year resolutions now fer half a century an' some of 'em is des ez good as de day I first begun.

De ole-fashioned man dat used to swear off on de New Year now goes down to der notary public an' takes the oath ter suppo't de Constitushun ob de United States.

A New Year resolushun is er good deal lak sassafras tea—something ter take ter git de system ready fer de strenuous work ahead.

De bootlegger don't care how many New Year resolushuns yo' break.

*"My letter to Old Santa Claus
Brought no response polite,
Though all that I requested was
A ton of anthracite."*

—Washington Star.
*The reason why you found yourself
In such an awkward hole,
Is that you wrote to Santa Claus
Instead of Old King Coal.*

Dear Mr. Editor

ARMY REFORMS NEEDED

Dear Mr. Editor:

Can not we have a blue uniform? I am not ashamed of being in the Army. I can not afford to buy civilian evening clothes, and do not know that I would be so strong for it, even if I could. But I would cheerfully go in the hole for a blue uniform to dress up in. I have been humiliated and felt cheap when appearing at evening entertainments with Navy and Marine officers. Why should the ideas of National Guard and Reserve officers have any weight with what concerns my evening clothes? I admire and respect both of the other components of the Army. More than that, some of my very best friends belong to them. I work for them and with them, but it does seem to me to be beyond all the bounds of reason and everything else for them to dictate in the matter of a dress uniform. That seems to be almost strictly a question for the Regular to decide for himself. We do not presume to dictate to them what they shall wear.

The ration for the soldier should be larger. For eight years now, as a company commander, I have struggled along with a ration of between 24 and 29 cents. Where they get that 31-cent ration they mention I do not know, as I have never seen it that much. There should be a component of fresh fruit and vegetable in it. Unless a company has a good fund, the mess is pretty slim. The fact is clearly admitted by the act of allowing the summer camps a ration of 70 cents. If it was thought that the ration for the Regular was sufficient there would be no need of increasing it for the C.M.T.C. and R.O.T.C. INFANTRY.

ASK THE JOURNAL

M.J.M., MONROE, WIS.—Q. I have been allowed a claim and been given a number for the difference in the pay of a sergeant and that of a student at officers' training camp. Can you inform me through your Ask the Journal columns whether or not anything has been or is contemplated being done for the payment of claims of this kind. I am anxious to learn as this claim is over two years old and has been approved by the Claims Department for over a year. I will appreciate very much if you can give me any information on this subject.

A. Payment of this claim is dependent upon appropriation by Congress as a certified claim. If the amount was not included in the estimates of the last Congress, it will no doubt be included in the estimates of the present Congress, and payment will be made shortly thereafter.

X.Y.Z.—Q. Was ordered to Walter Reed Hospital, Washington, D. C., for observation and treatment on July 5, 1925. I was discharged therefrom and returned to duty on Aug. 14, 1925.

During that time I was not allowed my commutation for quarters although I was compelled to retain my quarters in Pittsburgh, as I am married and have a family. I was not furnished separate quarters and had no allowance of baggage or household goods allowed me on my transfer to the hospital.

Information is requested as to whether or not I am entitled to commutation of quarters for the period stated under the circumstances as set forth in the above paragraph. It seems unreasonable that I should be compelled to lose financially such as I have. Was marked in line of duty as to my troubles necessitating my transfer to the hospital.

A. This is answered in the negative. This matter was given considerable study prior to the passage of the Act of June 10, 1922, and there is little probability of any modification thereof.

RECRUIT.—Under existing law only applicants without prior service can enlist for one year in the United States Army. Because of the restrictions on original enlistments during the early part of the fiscal year, one year enlistments were automatically reduced in number.

Q. What appear to be prospects of promotion of NCO's on the lower third of the "telephone" list of the master sergeant group, S.C., providing the eligible is not consolidated, as was understood, into one group for this year, hereafter said list being divided into several groups according to subjects examined in?

A. The office of the Chief Signal Officer can not predict the prospect of promotion of a non-commissioned officer on the lower third of the telephone list. Noncommissioned officers of the first three grades are now grouped on eligible lists according to specialty and promotion will be from specialty list only.

Congress

CONFIRMATIONS

The long list of recess nominations for appointment and promotion in the Navy, Marine Corps, Army, Coast Guard and Reserves, sent to the Senate on Dec. 18 were confirmed on Dec. 21. A number of advancements of warrant officers to be ensigns and warrant officers to be chiefs in their several branches were also made.

WITHDRAWAL

Executive Nomination Withdrawn from the Senate Dec. 22, 1925

Charles Gates Dawes to be brigadier general, reserve, with rank from Mar. 18, 1926, which was submitted to the Senate Dec. 21, 1925. This withdrawal is made at the personal request of General Dawes.

PARIS NOVELTIES

By COUNTESS MARY TOLSTOY

This is the season when the shops prepare for the holidays and dress up their windows and counters with tempting New Year's presents, for in France the children are remembered at Christmas, but it is on New Year's Day that the grown-ups exchange their gifts.

The big shops, the Louvre, Galeries Lafayette, Printemps, Bon Marche and Trois Quartiers, make a specialty of toys, and usually their facades are covered with enormous electric light signs showing Santa Claus, his well-filled bag on his back, or a clown. The shop windows have panoramas representing Wild West scenes (influence of the cinema), eighteenth century holdups by highwaymen, the adventures of an inventor and his dog Zozo, and all sorts of mechanical scenes with running trains, signals working. The crowd that walks in line in front of these windows, which are protected by railings, is composed of a great many adults, as well as the children, for whom this work has been undertaken.

This is an age of dolls, and the glorified rag doll, which has replaced its wax predecessor, each one with its individual expression painted on its cloth face, has the place of honor on the counters. There are also the dolls of every nation and of every age. A favorite one of the moment is dressed in the period of the eighties, with bustle, bonnet, and dangling earrings. There are the elongated Pierrots and other divan dolls, which are just as necessary now as cushions. Then are comic dolls, dressed like Harold Lloyd and Charlie Chaplin, or the Fratellinis (the famous clowns of the Cirque d'Hiver).

After the dolls come the toy animals. Dogs, monkeys, strange looking birds, the mechanical jumping lion and tiger, the English dog "Bonzo"—a comic fox terrier that is the joy of all little Brits. Then come the games of all sorts, from chess for the precocious boy to the little quicksilver games that would amuse a three-year-old. Then there are the instructive toys, such as "mechano" for budding engineers, architectural instruments, paint boxes and little modeling sets of plasticine. There are the useful toys, long pieces of cardboard to which are attached utensils for the young housewife; one with irons, ironing board, holders; tiny clothespins, soap, bluing and starch; others with brooms, feather dusters, scrubbing brushes, and still others with miniature pots and pans for cooking the doll's lunch. At the "Nain Bleu" there is an entire dining room set for children—sideboard, table, chairs, etc. There are cardboards for boys, but on them are soldiers' or sailors' uniforms, accoutrements and trumpets.

One sees fewer Christmas trees and tree decorations than in America, but one can spend many a fascinating hour wandering among the toys.

R.O.T.C. Training Defended

The excellent presentation of the advantages of compulsory training in high schools and colleges, by William Wallace Campbell, president of the University of California of Berkeley, given before the students Dec. 7, ought to be a sufficient answer to those misguided persons who are endeavoring to have the training abolished, and who are also endeavoring to make it appear that such training is not popular. The last assertion as to the unpopularity of the R.O.T.C., is of course not warranted by facts.

President Campbell in his address said:

"Officers and Men of the R.O.T.C.:

"I shall take advantage of this occasion to speak about military training in the University of California. First of all let me say that this compulsory feature needs no apology or defense. The student who may be called upon to defend his country should know something about the ways and means of defense for somewhat the same reason that a student of engineering should know some calculus, or a student of history should know some geography. The compulsory feature appears to be disliked by a number of people, some of whom have good American names, but many of whom have names, as well as thoughts, which seem to have come but recently from Russia or thereabouts.

"The State of California, the people of California, through their representatives duly chosen, have determined and said how the young men of this state may attend the University of California, not as an inherent right, but as a privilege. They may have this inestimable privilege provided, among other things, that they pay to the University somewhere from one-quarter to one-fifteenth of the cost of the services rendered unto them by the state through the university; and provided, further, that they take military training, two hours per week for two years, or about 130 hours, altogether, in their college career. I am of the opinion that in this requirement the state is justified and the student is fortunate. Let us not forget that the R.O.T.C. is to train our college men to be officers, not privates, in case of war. If some of the other states of the Union plan things so that their college men will be privates, that is their apparent privilege; but I believe Californians are dead right in arranging that our young men, when they accept the opportunity of going through the university, shall do something in the way of preparing themselves to be officers, in case of need. The experiences of the year 1917 confirmed that view.

"We Americans are not warlike; war has no attractions whatsoever for us; in fact, we abhor war. I receive letters from Californians, now and then, expressing deep regret that the university gives military training. Their writers say that it develops a militaristic spirit in men; that it causes our men to hope that war will come so that, in effect, they may apply to the killing of other men what they, while in this regiment, have learned. I do not believe that any man in this regiment of nearly 2,000 men has been led by his military training to desire war, or to do any single thing to hasten the coming of a war. If there is even one man in our regiment who wants war to come, and whose desire for war has been induced by his military training here, I should like to see his right hand go up. I shall not ask such a one to hold up his hand, but he now has the chance to raise it, if he wants to do so.

"Of all the nations, except China, we have been the nation the most unprepared for war; yet we have engaged since 1776 in more wars than has Germany or France. Our likelihood of getting into war will be about in inverse proportion to our degree of preparedness to defend ourselves.

"Of course, we rejoice over the Locarno Pact, which goes far to insure peace in Europe for a long time to come; but let us not overlook the conditions that almost the entire Mohammedan world is seething with political discontent as it has not seethed for many centuries; that China is deeply stirred as to her political relationships; that Russia and the United States have almost nothing to do with each other. Threats coming out of Russia nowadays sound very much like those of the 'mailed fist' in the days of the Kaiser.

"Many fine lessons of great value in your every-day lives should be learned in the course of your military experiences here. If you are some day called upon to the command of men, as the head of a great railway system, as the manager of a commercial organization, the discipline you are receiving in this regiment will be extremely valuable to you. Men who would command other men successfully should first of all learn how to obey successfully.

"If your marching and drilling will have taught you to stand up straight when you walk, when you speak, when you meet men, you will have reason to be thankful. A good posture when in the eyes of your fellowmen is a fine possession. The slouch, the untidy, is at a disadvantage greater than he can realize.

"Now, officers and men, if I have given you something to think about, something that you will think about, then my purpose has been accomplished in full."

Recipes for the Service Family

(One dollar for each one published. Only subscribers and their immediate families eligible. Address RECIPE EDITOR, ARMY AND NAVY JOURNAL, LENOX BLDG., WASHINGTON, D. C.)

COCOANUT COOKIES.—Beat well whites of 2 eggs, add 1 cup sugar and beat. Then add 1 teaspoon vanilla, 2 cups corn flakes, 1 cup shredded coconut. Mix and drop from tablespoon, on oiled paper in baking sheet which has been heated. Bake in moderate oven until light brown.—Mrs. A. L. Madden, 16 Exchange Street, Waltham, Mass.

PINEAPPLE Dainties.—Place a marshmallow, with a tiny piece of pineapple in its center, on a saltine cracker. Allow to remain in hot oven until marshmallow begins to melt and brown slightly. Serve at once with tea.—Mrs. W. B. Higgins, Auburn, Ala.

CHOCOLATE ROBBIN.—Melt 1½ squares unsweetened chocolate with one-half cup of butter. Beat 3 eggs very light with 1 cup of sugar. Add chocolate and butter with three-fourths cup of flour. Add one-half cup of nuts and one-half cup chopped dates. Flavor with cinnamon. Bake in moderate oven 15 minutes. If desired, ice with chocolate icing. Cut in small squares.—Mrs. O. L. McDaniel, 2865 Pershing Drive, El Paso, Tex.

COMPTROLLER GENERAL'S DECISIONS

In sustaining the settlement of the claim of William H. Newman disallowing his contention that he be allowed to count for longevity pay purposes active commissioned service in the Naval Reserve Force from Jan. 1 to June 30, 1922, which would give him more than 16 years' service, the Comptroller General held that the claimant was not discharged from the Navy for enrollment in the Naval Reserved Force with commissioned rank, and hence did not come under the provisions of the act of Mar. 4, 1925.

The Comptroller disallows the claim of the mother of a deceased enlisted man for six months' gratuity pay on the ground that she was not "dependent" on her son.

In his annual report the Comptroller stated that "dependent" was construed to mean one supported by contributions for more than "half of a reasonable living." The facts in this case show that the soldier's father and mother are attempting to live on an income of \$50 a month, and this the ruling intimates is reasonable living.

In a startling reversal of form the Comptroller General rules that 2d Lt. John E. Curry, U.S.M.C., is not entitled to a war gratuity for service as an enlisted man in the Marine Corps, because he was discharged to accept an appointment as midshipman, and hence was not separated from the naval service.

The Comptroller states "there is nothing inconsistent with this view in 26 Comp. Dec., 236, and 1 Comp. Gen., 262, for there the questions answered in the negative were whether cadets at the Military and Naval Academies were persons 'serving with the military or naval forces of the United States' while at said Academies within the requirements of the act of Feb. 24, 1919, entitling to the war gratuity on discharge therefrom."

This puts the Comptroller in the position of ruling that service at the Academies is not military or naval service if it entitles the individual to a war gratuity, but is military or naval service if, when so interpreted, it deprives the individual of the same gratuity.

Modifying the settlement of the claim of Chief Boatswain's Mate Szarmanski, U.S.N., the Comptroller ruled that the petty officer's wife is entitled to transportation from Boston, Mass., to Mare Island, Calif., explaining, however, that this modification was due to Szarmanski's original transfer from the East to West coast, not to his transfer from the U.S.S. Prometheus to the U.S.S. Medusa. The Comptroller held that since the latter transfer was between two ships which have the same home yard no "permanent change of station" was involved.

The Comptroller ruled that Lt. Olaf Johnson, U.S.N., ret., is entitled to the retired pay of lieutenant in the fourth pay period with over 21 years' service, since he comes under the provisions of the act of June 10, 1922. Lieutenant Johnson was appointed a temporary lieutenant during the World War and reverted to his permanent status as chief machinist on Dec. 31, 1921. He was retired for physical disability originating in line of duty between Apr. 6, 1917, and Mar. 3, 1921, and advanced to the rank of lieutenant on the retired list dating from Mar. 4, 1925.

INDIANA UNIVERSITY AGAINST PACIFISTS.—The ill-advised propaganda work against military training in colleges and the institution of the R.O.T.C., which is occupying the earnest attention of a number of well-known pacifists, seems to be making very little headway. The Indiana University of Bloomington, which has large R.O.T.C. enrollment, is a good example of how colleges stand on military training for students.

In answer to a recent letter received from the "Christian Monitor" regarding compulsory military training, the following information was given:

Only four requests for exemption from military training have been received by the commandant of the Indiana University R.O.T.C. from among the last 2,500 freshman and sophomore students who have taken military training under the compulsory rule at Indiana University. Three of these requests have been granted on religious grounds.

Military training has been compulsory at Indiana University for freshmen and sophomores since such training was established in 1918. No steps are now contemplated toward making the work in military science elective for freshmen and sophomores. It is elective for upper classmen.

"If military training were made optional, a great many of our students would not take it simply because of their lack of knowledge of its plans and purposes," says Dean David A. Rothrock, of the College of Arts and Sciences and chairman of the committee on military training. "After our students have enrolled for military and have learned the essential part they are playing in the program on national defense and in training for good citizenship, those who would not have elected it in most cases are proud of their work."

"Compulsory military training is not a problem at Indiana University. In fact, our advanced elective courses in military training are showing an increase in enrollment from year to year, which is probably the best evidence of highly satisfactory character of training in military science as carried on at Indiana University."

IN THE RADIO FIELD

THE War Department has approved a reciprocal arrangement between the Signal Corps of the Army and amateur radio transmitters to organize an emergency communication system. Although the amateurs will not lose their independence, certain stations will be designated as Army amateur stations and will devote one night a week to military radio traffic.

Selections by the United States Marine Band were broadcast throughout the world on New Year's Day, when the Radio Corporation of America, through Station WJZ, cooperated with British and German radio broadcasters in a demonstration of radio's possibilities in an international field. Stations in the U.S.A. which aided in broadcasting the program were WRC, Washington; WGY, Schenectady; KYW, Chicago; KDKA, Pittsburgh; KFKX, Hastings, Nebr.; WBZ, Springfield; KOA, Denver; and KGO, Oakland, Calif.

A radio device expected to prove valuable to commercial radio in message transmission has been patented by Capt. Harold W. Webbe, Signal Corps, U.S.A., on recruiting duty in Indianapolis, Ind. The patent, which has been pending since the Spring of 1923, was granted on "radio sounders and interference eliminators," under date of Nov. 25, 1925.

Captain Webbe's invention, applicable only to message transmission, is described in the Indianapolis Sunday Star, as follows:

The invention consists in stretching across the diaphragm of a receiver a musical string, preferably a steel "E" mandolin string. The wire bears slightly on a raised ridge in the center of the receiver diaphragm and a thumbscrew is provided to tighten or loosen the wire. The receiver is connected to a radio power amplifier. By tuning in to a continuous wave by the heterodyne method, the signal is brought to its loudest pitch in the receiver. The wire is then tuned to resonance with this note, whereupon a distinct and clear musical signal rings out over and above any noises in the receiver. Or the wire may be set and the receiver tuned to the wire.

In either case the signal receives an amplification at a greater ratio than the disturbance, since the tube noises, static, spark and other C. W. signals having a different pitch do not affect the wire. High frequency spark signals, such as Arlington time signals, may be copied by this method when the spark frequency is in the musical range of the wire. The wire tends to dampen the diaphragm between signals, giving the signals a clear ring.

The Army Signal Corps expects to place in operation a short-wave medium power radio set during the summer of 1926, which will be controlled throughout its wave-length range by the use of quartz crystals. Station WVC, Ft. Leavenworth, Kans., will probably be selected as the nucleus of this system, although a station near Washington, D. C., is also being considered.

The Signal Corps, like the Navy, has made much progress in short-wave transmissions with low-power sending apparatus. Certain difficulties have cropped up in connection with the receiving of messages sent on short waves which must be solved before there is further development. Chief among these are the "skip-distance" variations within a certain distance of the sending set which renders short-wave transmission uncertain for less than long distance and the effect daylight and darkness have upon wave lengths.

The Office of the Chief of Naval Operations, Navy Department, has issued a warning concerning the taking of bearings with a radio compass. It states: "Serious error may be caused if the ship's radio compass is used to take bearings on a transmission which is being received by any other receiver aboard the same ship. To insure accuracy of radio compass bearing all antenna circuits should be open during the observation."

The Director of Naval Communications announces that personal messages can not be filed with the Naval Communication Service to be sent as "nite letters" over the lines of domestic telegraph companies, since all radiograms carry the check "Radio." They are transmitted to the telegraph companies with this check, take the cable count, and are charged for at radio rates.

DISTINCTIVE INSIGNIA FOR NATIONAL GUARD REGIMENTS APPROVED.—The War Department has approved the following distinctive insignia for the 180th Regiment of Infantry, Oklahoma National Guard, and the coat of arms of the 202d Coast Artillery (AA), Illinois National Guard.

The shield, crest, and motto of the 180th Infantry is described as follows:

Shield: Azure, three Indian arrows pyramidwise argent.

Crest: That for the regiments of the Oklahoma National Guard: On a wreath argent and azure an Indian's head with war bonnet all proper.

Motto: Tanap—Nanaiya Kia Alhtaiyaha.

The 202d Coast Artillery shield is made of blue to indicate the Infantry origin of the regiment, the three piles represent the rays of the Artillery searchlight, the winged projectile is red for Artillery, and the wings indicate the antiaircraft nature of the unit. Following is the description of the shield, crest, and motto of the regiment:

Shield: Azure, three piles in point or, over all, a winged projectile palewise, wings displayed gules, that portion on the field fimbriated of the second.

Crest: That for the regiments of the Illinois National Guard: On a wreath of the colors (or and azure), upon a grassy field the blockhouse of Old Fort Dearborn proper.

Motto: Arte et Armis (By skill and Arms).

THE NEW COMMANDING GENERAL N.Y.N.G.—The statement in the ARMY AND NAVY JOURNAL of last week that Governor Smith, of New York, had appointed Col. John J. Byrne, of the 244th Artillery, N.Y.N.G., to the office of major general commanding, vice Maj. Gen. Charles W. Berry, elected comptroller of the city of New York, was received from an officer who sent the news in good faith.

It now turns out that the statement was premature, as up to the time the ARMY AND NAVY JOURNAL went to press Dec. 30, Governor Smith had made no public announcement as to the appointment.

Colonel Byrne's name has been under consideration by Governor Smith with a number of others.

THE RESERVE FORCES

ORGANIZED RESERVE

BROOKLYN N. Y. RESERVES ELECT OFFICERS.—Col. Robert S. Allyn, commander of the 607th Coast Artillery, Organized Reserves, has been unanimously elected president of the Brooklyn Chapter, Reserve Officers' Association of the United States, for the year 1926. The meeting was one of the largest held in several months, more than 65 officers of the Reserve being present.

The other officers elected for the new year were: Maj. Curtis F. Claassen, Med. Corps (Reserves), vice-president; Capt. Clarence E. Lent, Finance Corps (Reserves), treasurer; 2d Lt. James L. Holton, Inf. (Reserves), secretary; Maj. Charles G. Stevenson, Inf. (Reserves), judge advocate; Maj. William Carter, Chaplains Corps (Reserves), chaplain; and councilmen, Lt. Col. Howard L. Campion, Inf. (Reserves), for a period of two years, and Lt. Col. Nelson Miles Holden, Med. Corps (Reserves), the present president of the chapter, for a term of three years.

The slate elected at the meeting was not the one that had been put in nomination at the former meeting, and there was a lively discussion previous to the election.

Preceding the elections, Col. C. A. Trott, Inf., U.S.A., in charge of Organized Reserve activities, 2d Corps Area, spoke, discussing headquarters' routine as concerns the Reserve officer, and told the officers of their chance for promotion to higher grades.

Capt. Cheney L. Bertholf, Inf., U.S.A., chief of the Army Correspondence Schools in the 2d Corps Area, told of progress in the schools.

KANSAS CITY RESERVES HAVE INSTRUCTIVE COURSE OF LECTURES.—The courses of instruction for officers of the National Guard and Organized Reserves at Kansas City, Mo., prepared by the General Service Schools, Ft. Leavenworth, comprises an interesting series. Instruction is held in the armory of the 101st Engineers. The subjects of the lectures and conferences from Jan. 6, 1926, to Apr. 1, 1926, with the name of the instructor, are as follows:

Jan. 6, conference, Signal Corps, by Maj. J. C. Moore; Jan. 13, lecture, World War; Allied operations from Saloniki to end of war, by Maj. P. H. Bagby; Jan. 20, conference, Air Service, by Maj. W. C. Sherman; Jan. 27, lecture, Domestic Disturbances, by Maj. B. D. Edwards; Feb. 3, lecture, Landing on Hostile Shores, by Maj. P. H. Bagby; Feb. 10, conference, Medical Units, by Lt. Col. H. C. Gibner; Feb. 17, lecture, Mobilization of Industrial Resources, by Lt. Col. J. R. Brewer; Feb. 24, conference, Chemical Warfare Service, by Maj. J. B. Maynard; Mar. 4, lecture, Mexico, by Maj. W. R. Gruber; Mar. 11, Map Maneuver, by Maj. F. Gilbreath; Mar. 18, Map Maneuver, by Maj. J. I. Muir; Mar. 25, Map Maneuver, by Maj. S. B. Buckner; Apr. 1, Map Maneuver, by Maj. R. P. Hartle.

OREGON RESERVE ASS'N ELECTS OFFICERS.—The first annual convention of the Oregon State Department of the Reserve Officers Association was held Dec. 19. Delegates representing 13 chapters throughout the state, as well as many visitors, were in attendance.

Officers were elected as follows: Lt. Col. Clarence R. Hotchkiss, Inf., Res., president; Lt. Col. Henry C. R. Akin, F.A., Res., 1st vice president; Lt. Col. Frank C. McCollock F.A., Res., 2d vice president; Capt. Walter L. Osborne, Inf., Res., 3d vice president; 1st Lt. Adolph L. Friedenthal, Inf. (Tanks), Res., secretary, and Lt. Col. Dan J. Coman, Inf., Res., treasurer.

Many subjects pertinent to national defense were taken up and thoroughly discussed.

An interesting part of the program to many of the delegates was the demonstration of the Leavenworth problems being studied by the Portland Chapter which was put on by Maj. G. L. Gonzer, D.O.L., of the 96th Division Headquarters.

NEW HAMPSHIRE RESERVES TO HOLD BIG EVENT.—A meeting of Reserve officers of New Hampshire, with their wives and military associates, will be held at Laconia, N. H., Jan. 29, 30, and 31. This is the annual, seasonal meeting for social and business purposes which for the past two years has been so successful in promoting the one-army idea.

The gathering will be for purposes of business and pleasure, and the program has been arranged to that end. In a business way it will be of importance to the officers of the 97th Division. The Chief of Staff will at that time lay before the regimental commanders the latest information upon the subject of training of their regiments during the Summer of 1926. Every Regular Army officer on duty with the 97th Division will be present. The exchange of views and the conferences regarding policies will be of great interest and value.

Headquarters will be at the Laconia Tavern. Special rates will be given to the officers and their families. Laconia Chapter, Reserve Officers' Association, with National Guard officers of Laconia, will act as hosts to the meeting.

Invitations will be sent to all Regular Army officers of the 97th Division, of Corps Area Headquarters, of the 5th United States Infantry, and instructors on duty with the National Guard of New Hampshire; to all officers of the National Guard of New Hampshire; to all field officers of the Organized Reserves in Maine and Vermont, and to all Reserve officers residing in the State of New Hampshire.

NAVAL RESERVE

NAVAL RESERVISTS QUALIFY FOR PROMOTION.—The Bureau of Navigation has recently received the records of the below-named Naval Reserve officers who have been found qualified for promotion to the rank shown after their name: H. D. Bierau and H. C. Boisclair, lieutenants (j.g.) D-F, U.S.N.R., and F. D. Powers and E. P. Herney, lieutenants, D-F, U.S.N.R. The following seamen 2d class, student naval aviators, have been found physically and professionally qualified for appointment in the rank of ensign, A-F, U.S.N.R.: O. H. Lunde and R. G. Kales.

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U. S. NAVY, MARINE CORPS AND COMPONENTS

SURG. GEN'L'S REPORT, U.S.N.

"The system of appointing qualified young doctors to internships in our larger naval hospitals, adopted in 1924, has justified itself in that a number of these young men have chosen to remain in the service, thereby decreasing the serious shortage of medical officers which existed at the time of its inauguration," says Rear Adm. E. R. Stitt, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery, in his annual report issued this week.

The admiral also goes on to say, in part:

The educational program of the bureau has been continued and the number of medical officers with training qualifying them for special and important duties has been increased.

The inspection of hospitals and other Medical Department activities during the year has shown that they have kept up to the same high standard established in previous years.

The close cooperation existing between the Bureau of Medicine and Surgery and the American Red Cross and Veterans' Bureau has been continued with benefit to the several organizations.

Other extracts from the report follow:

It has been the bureau's policy to recommend the assignment of officers to duty in accordance with their expressed preferences, whenever practicable, and, when assignments have been made, to recommend no further changes of duty until such changes are made necessary by service conditions. It is believed that this policy has increased efficiency and that it has resulted in a large saving to the Government in mileage and transportation.

While the bureau has been able to keep the Dental Corps up to its allowed strength with qualified officers, this has been possible only by means of a thorough circularization of the graduates of recognized dental schools.

The enactment of legislation similar to that proposed in the form of the so-called equalization bill, which was submitted to the last Congress by the Navy Department, would have a salutary effect upon the morale of the officers in the Dental Corps. It would place the naval dental officer upon a plane of equality with other officers of the Navy and would establish a reasonable flow of promotion.

The existing apportionment of one dental officer to each thousand of the total authorized number of officers and enlisted men of the Navy and Marine Corps was fixed when the value of dental treatment in maintaining health was not

realized fully. With the growing realization that dental disease is a causative and aggravating factor in many other diseases of the body, the demand for dental service has increased to such an extent that the bureau is unable to supply a sufficient number of dental surgeons to provide satisfactory attention to the personnel of many ships and stations.

The demand for replacements of teeth by patients who may be treated under the present limitations has assumed such proportions that it can not be handled with the personnel and facilities established to furnish prosthetic dental treatment.

A large quota of dental officers should be maintained at each training station and recruit depot to render the greatest possible amount of reparative treatment to the teeth of newcomers in the service. The fact that recruits are kept at training stations for very short periods entails a rapid turnover in the total personnel of these stations. Under present conditions it is possible to send to sea, dentally fit, only a very small percentage of the total number of men who leave the training stations.

Experience has served only to strengthen my long-standing conviction that the bureau has no more vital duty than the systematic training of medical department personnel.

It has become clear in recent years that the young physician, although he may be graduated from a class A school and an approved hospital, is by no means then equipped for service of the kind required of him in the Navy. On the contrary, he has laid only the groundwork of his training, having yet to enter on an apprenticeship which is needed primarily to acquaint him with his medicomilitary duties but chiefly to enable him to do work of the character set by modern standards. Nor is the process of instruction completed with apprenticeship. The rapidity with which investigators have continued to elaborate new and highly technical procedures precludes announcing a stage at which training can be declared complete. Education, in fact as in theory, must be unremitting, and circumstances make its maintenance an obligation of the Government.

U. S. TENDER STANDINGS

The following is the standing of the highest of the U. S. tender class of vessels in engineering performances for the month of November, 1925:

(1) Shawmut, (2) Vestal, (3) Jason, (4) Canopus, (5) Bushnell, (6) Camden, (7) Medusa, (8) Black Hawk, (9) Beaver, (10) Langley.

NAVY J.A.G. REPORT

"During the year 733 cases involving questions of pay and allowances were taken under consideration; of these 497 were determined by the department and 236 were referred to the Comptroller General and the accounting division of the General Accounting Office. * * * Answers were prepared to 69 bills of complaint filed by officers of the Navy in the Supreme Court of the District of Columbia." This statement on the work of his office in the Navy pay controversy is made by Rear Adm. Edward H. Campbell, U.S.N., Judge Advocate General of the Navy in his annual report to the Secretary of the Navy made public Dec. 18.

Other extracts from the report are:

"The number and location of naval prisons in commission have not changed within the year. Pursuing the established policy relating to naval prisoners in Federal and state penitentiaries, these have been steadily reduced from 49 on June 30, 1924, to 28 on June 30, 1925.

"At the end of the period of report there were 1,157 naval prisoners distributed as follows: In naval prisons, 990; in penitentiaries, 28; on probation, 139. The figures compare favorably with the figures of a year ago."

For those who are interested in statistics, the office of the J.A.G., estimated that the Senate bills referred to the Navy Department for consideration totaled 125, of which 34 were public bills. Favorable action was recommended on five of the 34 public Senate bills.

The House referred a total of 264 bills, of which 73 were public and the Navy Department recommended favorable action on nine of these. The total number of bills, amendments, resolutions, etc., acted upon by the Navy Department during the fiscal year was 467.

In the appendix to the report, the J.A.G. has prepared tables which show that there were 104 G.C.M. trials of officers of the Navy and Marine Corps during the fiscal year, and 2,439 of enlisted men. The total number of G.C.M.'s for the fiscal year of 1925 was 2,543, or 351 less than for the fiscal year 1924.

Of the officers tried 66 were convicted, 27 acquitted and the findings disapproved in 11 cases. The principal offense for which officers were tried was "Drunkenness," 11 being charged with this. The most frequent offense for which enlisted men were tried was "Desertion," there being 1,094 G.C.M.'s for this.

There were 11,298 summary courts-martial records reviewed, 256 of those on trial being acquitted, 189 had their cases disapproved and 1,802 received bad conduct discharges. There were 7,755 deck courts records reviewed, 41 accused being acquitted. Unauthorized absence under ten days was the principal offense charged against those tried by summary or deck courts-martial.

There were 722 courts of inquiry and boards of investigation and inquest convened during the fiscal year 1925, 87 being courts of inquiry, 446 being boards of investigation and 189 being boards of inquest.

PAYMASTER GENERAL, U.S.N.

Rear Adm. Charles Morris, U.S.N., Paymaster General of the Navy, would place administrative and financial management of the Navy together under an appropriations plan he suggests in his report for the fiscal year 1925.

Following is an excerpt from that part of the report which deals with his plan:

The need for an early adoption of a more simple form of appropriations is engaging the serious thought of all persons who have to do with the management of the Navy's finances. Last November this bureau sent the department a plan on this head. The aim of the plan is to place administrative and financial management together. To this end the field activities are grouped under administrative agencies in the department.

As examples, the ordnance and armament plants are placed under the Bureau of Ordnance, the air stations under Aeronautics, the training stations under Navigation, the radio stations under Engineering, the hospitals under Medicine and Surgery, and the supply activities under Supplies and Accounts. In this way each of the field activities looks only to its own particular managing organization for funds to carry out its mission. Following the same idea, there is a separate lump-sum appropriation for operating the fleets and a similar appropriation for operating the main repair yards, these two being under joint bureau control. The plan requires no changes in the present organization of the Navy Department.

In the part of his report dealing with the personnel, Admiral Morris suggests that 12 vacancies in his corps be filled by graduates from the next Naval Academy

class. If the full number of graduates will not be available, then competitive examinations open to civilians should be ordered in time to make the remaining appointments in next June.

U.S.N.A. CHAPEL BEAUTIFIED

The new Dossal and the Colors are now in place in the chapel of the U. S. Naval Academy, Annapolis, and were seen for the first time by those attending the services on Christmas Day. They add greatly to the beauty of the chapel. The congregations are enthusiastic over the latest gifts to the chapel. The new Dossal "completes" the altar and was erected through the efforts of the Chapel Guild, largely as a memorial to former members and of alumni and friends of the Academy. It is made of blue and gold damask suspended from a beautifully carved scroll which extends across the base of the Porter window, the scroll being supported by two carved columns which, like the scroll, are of cherry to match the altar itself. The "Colors" were presented to the chapel by the class of 1925 at the last commencement, in memory of its members who died during the course at the Academy. A formal presentation will be made later by the class, when there will be unveiled a tablet containing the names of those in whose memory the Colors are placed.

NAVY WARRANT OFFICERS

A number of warrant officers of the Navy have been advanced to ensign, and a number of warrant officers have been advanced to chief warrant officer in their respective branches. The following is the list which was confirmed by the Senate Dec. 21:

Ch. Botsn. H. Plander and Ch. Mach. W. G. Gebeke to be an ensign.

The following boatswains to be ensigns: H. Hedrick, P. S. Crandall, J. J. Cunningham, G. H. Charter, and C. J. Naumilket.

The following are promoted to be chiefs in their respective branches, to rank with but after ensign:

The following boatswains are promoted chief boatswains: W. J. Smith, W. C. Fitzpatrick, A. E. Baker, F. W. Filbry, F. A. Cole, H. George, W. J. Daly, R. C. West, F. N. C. Overall, H. C. Fredericks, and J. T. Sunderman.

The following gunners to be chief gunners: C. J. Nerdahl, A. W. McCoy, F. G. Weilenmann, F. Jordan, G. A. Cruze, R. W. Morrison, H. H. Blevins, G. A. Collette, and E. C. Jepson.

The following machinists to be chief machinists: A. E. Tangren, E. G. Jahnke, R. Farris, Z. W. Cornwell, R. O. Deitzer, M. A. Savelle, F. D. Butler, J. J. Quweilant, P. L. Henneberg, H. W. Price, G. L. McMullen, J. A. Lowe, B. W. Sommer, and D. H. West.

The following carpenters to be chief carpenters: S. Butrick, L. J. Larson, M. DeMilt, P. L. Lynch, G. A. Gillgren, H. C. Klopp, D. Somers, W. J. Kennedy, and W. H. Berry.

The following pharmacists to be chief pharmacists: C. A. Nelson and H. S. Lansdowne.

The following pay clerks to be chief pay clerks: C. R. Berry, J. J. MacDonald, J. F. Yoes, E. W. Hume, A. H. Fletcher, T. S. Lowry, J. P. Wilson, A. E. Salm, R. C. Ball, A. S. Wrenn, J. J. McGrath, D. A. Palmer, G. W. Dean, C. Reid, H. L. Creswick, A. J. McDaniel, C. J. Buckley, J. A. Harris, C. T. Folsom, and N. D. Whitehill.

MINE-SWEEPER STANDING

The following standing in the mine-sweeper class of vessels in the United States Navy in engineering performances for the month of October, 1925, was recently announced by Rear Adm. M. M. Taylor, U.S.N., Director of Fleet Tarrining:

(1) Tatnuck, (2) Genesee, (3) Heron, (4) Umpqua, (5) Cormorant, (6) Contocook, (7) Bay Spring, (8) Finch, (9) Kalmia, (10) Wandank.

WANT TO RAISE S-5

The Navy Department has under advisement an offer made by the International Salvage Corporation of New Jersey, to attempt to raise the submarine S-5, which sank off the Delaware Capes during a practice cruise and which is now on the bottom in about 140 feet of water.

The offer was originally made to raise the S-5 in Long Island Sound but was turned down by the Secretary on the grounds that the Navy had this work well in hand. In the proposal to raise the S-5 the contractors agree to make no charge if the work is not carried out successfully.

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Calvin Coolidge, President
Secretary of the Navy
Curtis D. Wilbur

Assistant Secretary of the Navy
T. Douglas Robinson
Chief of Naval Operations
Admiral E. W. Eberle

December 23

Effective December 19

Lt. Comdr. DeW. C. Ramsey, to Aircraft Sqds., Scg. Flt.
Lts. J. T. Tabert, to temp. duty Nav. Air Sta., Pensacola, Fla.; J. P. Vetter, to Off. in Chg., Navy Rctg. Sta., Detroit, Mich.; Lt. (j.g.) J. P. Wombie, to U.S.S. Farragut.
Ens. E. L. Berhold, to temp. duty Nav. Air Sta., Pensacola, Fla.; S. E. Burroughs, to temp. duty Nav. Air Sta., Pensacola, Fla.; J. S. Fitzgerald, to temp. duty Nav. Torp. Sta., Newport, R. I.; A. E. Jarrell, Ors. Nov. 3, 1925, modified, to U.S.S. Mississippi.
Ens. T. J. Kirkland, to temp. duty Nav. Air Sta., Pensacola, Fla.; H. O. Larson, to U.S.S. Oklahoma.
Ens. M. H. Roths, J. T. Shannon, C. W. Wilkins and C. K. Zimmerman, to temp. duty Nav. Air Sta., Pensacola, Fla.
Lt. Comdr. W. C. Darwin (M.C.), to home; Lt. Harry L. Gross (S.C.), to Navy Supply Depot, Brooklyn, N. Y.; Ch. Bosn. G. Cregan, to 3d Nav. Dist.

Effective December 21

Capt. F. B. Bassett (Ret.), to home.
Lts. H. I. Lutken, to home; W. L. Taylor, to U.S.S. Shawmut; Lts. (j.g.) R. R. Dennett, to sick leave for three months; J. B. Edwards (Ret.), to home.
Ens. E. W. Abdill, to U.S.S. Barker; R. F.

Armknocht, to U.S.S. Childs; R. A. Cook, to U.S.S. Overton.
Ens. F. R. Davis, to U.S.S. Converse; W. E. Hank, to U.S.S. New York; O. A. Kneeland, to U.S.S. Lawrence; F. L. McCollum, to U.S.S. Dale.

Ens. R. P. McDonough, to U.S.S. Utah; J. H. McIntosh, to temp. duty Nav. Torp. Sta., Newport, R. I.; J. I. Taylor, to Rec. Ship, New York; M. S. Teller, to temp. duty Nav. Air Sta., Pensacola, Fla.; E. W. Young, to U.S.S. McFarland.

Lt. Comdr. H. T. Sandlin (S.C.), to Navy Yard, Phila., Pa.; Lt. E. F. Sparks (S.C.), to U.S.S. Langley.

Comdr. P. T. Dessez (M.C.), to U.S.S. Colorado; Lt. G. C. Fowler (D.C.), to Rec. Bks., Hampton Rds., Va.
Elects. D. H. Barnes, to U.S.S. Medusa; W. B. Craig, to U.S.S. Mississippi; F. H. Edwards, to U.S.S. Vestal; F. R. Harrigan, to U.S.S. Mississippi.

Ch. Carp. L. C. Newton, to U.S.S. Rochester; Ch. Pay Clk. R. C. Ball, to Nav. Ord. Plant, Charleston, W. Va.

December 28

Effective December 22

Lt. Comdrs. W. L. Culbertson, to Navy Yard, Phila., Pa.; B. O. Wills, resignation accepted Mar. 31, 1926.
Lt. (j.g.) L. L. Lyons, to Rec. Ship, N. Y.

(Continued on page 438)

U. S. FLEET

Admiral S. S. Robison, Commander in Chief, U.S.S. Seattle (flagship), New York Yard.

CORRECTED TO DECEMBER 29, 1925

Address mail for all vessels in Pacific waters to Pacific Station via San Francisco, Calif.; vessels in Atlantic and European waters in care of Postmaster, New York City.

BATTLE FLEET

Adm. C. F. Hughes, commander in chief (flagship, California).

Battleship Divisions

Vice Adm. R. H. Jackson, Commander

Pennsylvania, California, Colorado, Maryland, Tennessee, Arizona, Nevada, Idaho, New Mexico, San Pedro; West Virginia, Bremerton; Oklahoma, San Pedro, Calif.; Mississippi, Navy Yard, Bremerton.

Destroyer Squadrons.—Corry, Decatur, Farragut, Farenholt, Hull, Macdonough, Sumner, Altair, Chase, Henshaw, Doyen, J. F. Burnes, Kennedy, Kiddier, La Vallette, Litchfield, McCawley, McDermut, Marcus, Melville, Mervine, Percival, Meyer, Moody, Mullany, Robert Smith, Selfridge, Sinclair, Wood, at San Diego, Calif.; Omaha, to San Diego; Melvin, Yarborough, Wood, Mare Island; Paul Hamilton, William Jones, Kennedy, Reno, Shirk and Sloat, Somers, Thompson, Zeilin, San Diego, Calif.; Farquhar, San Diego; Stoddert, Bremerton.

Aircraft Squadrons.—Aroostook, Mare Island; Langley, at San Pedro, Calif.; Gannet, San Diego, Calif.

Submarine Divisions.—R-1, R-2, R-3, R-4, R-5, R-6, R-7, R-9, R-10, R-8, R-11, R-12, R-13, R-14, R-15, R-16, R-17, R-18, R-19, R-20, at Pearl Harbor, T. H.

Savannah (tdr.), S-28, S-29, S-24, S-27, San Diego.

S-4, S-6, S-7, S-8, S-9, S-14, S-15, S-16, S-17, S-23, S-25, S-26, at Mare Island, Calif.

Argonne, at Mare Island, Calif.; V-1, at Portsmouth, N. H.; V-2, Portsmouth, N. H.

BASE FORCE

Rear Adm. George R. Marvell, Commander. Procyon (F.), at San Pedro.

Mine Squadron 2.—Burns, Ludlow, Whippoorwill, Pearl Harbor, T. H.; Tanager, Tutuila, Samoa.

Train Squadron 1.—Antares, Norfolk; Brazos, Boston; Bridge, New York Yard; Mercy, Philadelphia; Vestal, Norfolk, Va.

Train Squadron 2.—Arctic, at Mare Island; Kanawha, San Diego; Cuyama, San Diego; Medusa, at San Diego; Relief, at Mare Island; Neches, San Diego, Calif.

FORCES IN ATLANTIC

SCOUTING FLEET

Vice Adm. J. S. McKean, Commander

Battleship Division

Utah, Boston; Wyoming, at New York; New York, at Norfolk; Arkansas, at Philadelphia, Pa.; Florida, at Boston, Mass.; Texas, at Norfolk, Va.

Light Cruiser Divisions.—Cincinnati, Milwaukee, Richmond, New York, N. Y.; Marblehead, Boston, Mass.; Trenton, Philadelphia, Pa.; Raleigh, Boston; Memphis, Philadelphia; Detroit, Boston, Mass.

Destroyer Squadrons.—Billingsley, Concord, Converse, Dallas, Whitney, Dale, Flusser, at Philadelphia; Breck, Barker, Isherwood, Lardner, Toucey, at Norfolk; Borie, Dobbin, John D. Edwards, New York Yard; Childs, King, McFarland, Overton, Putnam, James K. Paulding, Sturtevant, at Boston, Mass.; Bainbridge, Goff, Hopkins, Hatfield, Humphreys, Reuben

James, Kane, Lawrence, and Williamson, New York, N. Y.; Brooks, Barry, New York Yard; Tracy, Hampton Roads; Worden, Guantanamo, Cuba; Smith-Thompson, Whipple, at Norfolk; Gilmer, New York; Sands, New York Yard; Reid, Philadelphia; Case, Norfolk, Sharkey, Norfolk navy yard.

Aircraft Squadrons.—Wright, at Hampton Roads; Sandpiper, at Norfolk, Va.; Teal, Hampton Roads.

CONTROL FORCE

Rear Adm. H. H. Christy

U.S.S. Camden (F.), at New London, Conn.

Mine Squadron 1.—Shawmut, Philadelphia, Pa.; Maury, Mahan, Lark, Mallard, Philadelphia, Pa.; Submarine Divisions.—N-1, N-2, N-3, Philadelphia; S-1, New York; S-3, New London; T-3, Washington, D. C.; S-49, S-50, New London; Bushnell, Norfolk; S-10, S-13, at Portsmouth, N. H.; S-11, S-12, New London, Conn.; S-18, S-20, S-19, at New London, Conn.; S-21, S-22, S-23, at Portsmouth, N. H.; O-4, O-7, O-10, O-1, O-2, O-3, O-8, O-9, O-6, S-42, S-45, Coco Solo, C. Z.; S-43, S-44, S-46, Perlas Islands; S-47, New London, Conn.

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Adm. C. S. Williams, Commander-in-Chief

Flagship, Huron

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Destroyer Squadron.—Black Hawk, Bulmer, at Manila, P. I.; McCormick, Shanghai; Edsall, Noa, Shanghai; Parrott, at Manila; Paul Jones, at Manila, P. I.; Pope, Preble, Pruitt, Sicard, Wm. B. Preston, at Manila, P. I.; Simpson, Tsingtao; McLeish, Chefoo, China; Hulbert, Swatow, China; Peary, Pillsburg, Steward, Truxton, John D. Ford, Manila to Shanghai, China.

Submarine Division.—Beaver (tdr.), at Manila, P. I.; S-30, S-31, S-32, S-34, S-35, at Manila, P. I.; Canopus (tdr.), S-36, S-37, S-38, S-39, S-40, S-41, at Manila, P. I.

Mine Detachment.—Rizal (F.), to Cavite, P. I.; Bittern, Cavite, P. I.; Finch, at Cavite, P. I.; Hart, at Cavite, P. I.

NAVAL FORCES, EUROPE

Vice Adm. Roger Welles, Commander

Pittsburgh (F.), Villefranche, France; Scorpion, at Trieste, Italy; Bruce, Toulon, France; Chas. Ausburne, Toulon, France; Coghlan, Lamson, Alexandria, to Naples, Italy; Preston, at Toulon; Osborne, Toulon.

MISCELLANEOUS

Chaumont, Manila to Shanghai, China; Hannibal, Gulf of Batabano, Cuba; Nokomis, Cardenas, Cuba; Henderson, Philadelphia, Pa.; Mayflower, Washington, D. C.; Niagara, Cristobal, C. Z.; Patoka, New York, N. Y.

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Rear Admiral F. C. Billard, Commandant
Lieutenant Commander S. S. Yeandle, Aide to Commandant

COAST GUARD GAZETTE

Bosn. (L.) J. S. Fletcher, assigned Fire Island Station, 4th District.

Pay Clerk M. Rice, assigned duty as recruiting officer, Chicago, Ill., with headquarters in the office of the Captain of the Port, Federal Building.

Pay Clerk (T.) William Pugh, assigned headquarters, Washington, D. C.

COAST GUARD NOTES

On Dec. 22, 1925, Capt. R. O. Crisp, U.S.C.G., after a career of over 44 years' honorable service, was retired with the rank of commodore under the provisions of the act of Jan. 12, 1923. Commodore Crisp is a graduate of the Naval Academy, and in view of the legislative restriction placed on the number of appointments in the naval service at the time of his graduation, he entered the Coast Guard as a cadet in 1885, receiving his early training aboard the famous Chase. He passed through the successive grades to the rank of captain and served during his long Service career on practically every station, and with credit. During the Spanish-American War he was assigned to the cutter Windom (now Comanche) on the Cuban blockade and was awarded the Sampson Medal. In 1912-13 he commanded the Unalga on her around-the-world trip from Newport News, Va., where she was constructed, to Juneau, Alaska. In the course of this cruise a religious uprising broke out in Turkey, and he was ordered to protect American life and property in the more turbulent districts. He maintained order pending the arrival of a naval vessel, when the Unalga resumed her journey. During the World War he was in command of one of the patrol divisions under the supervision of the commandant of the 5th Naval District. Commodore and Mrs. Crisp plan for the immediate future remaining in Washington, D. C., residing at the Brighton Hotel.

On Dec. 18, 1925, the Treasury and Post Office Departments appropriation bill (H. R. 5959) for the fiscal year ending June 30, 1927, was reported from the Committee on Appropriations. This measure, carrying an appropriation of \$24,213,140 for the maintenance of the Coast Guard, passed the House on Dec. 22 and now goes to the Senate.

SOCIAL HAPPENINGS IN THE SERVICES

ANNOUNCEMENTS of Personals, Entertainments, Engagements, Weddings and Births requested. Photographs of brides are invited for publication.
Address Society Editor, ARMY AND NAVY JOURNAL, 1525 L Street N.W., Washington, D. C.

PERSONALS

Midshipman William G. Allen has been the guest of his brother and sister-in-law, Capt. and Mrs. Frank A. Allen, Jr., U.S.A., in Washington, D. C., over the holidays.

John W. Weeks, former Secretary of War, and Mrs. Weeks, who were reported slightly hurt in a collision of two Atlantic Coast Line trains near Charleston, S. C., have arrived in Washington. They went direct to the Mayflower Hotel, neither giving any indication of serious injury.

Maj. Allen W. Gullion, U.S.A., is at Hot Springs, National Park, Ark., to undergo treatment at the Army and Navy General Hospital for heart trouble.

Brig. Gen. Smedley D. Butler, U.S.M.C., former director of public safety of Philadelphia, withdrew his resignation as an officer of the Marine Corps and was assigned to temporary duty at headquarters in the Navy Building, Washington.

General Butler returned to Philadelphia Dec. 28 to wind up his affairs there and will be in Washington Jan. 2. He has been assigned to duty at the marine base in San Diego and will go to that station in January.

Gen. John J. Pershing, U.S.A., now at Tacna-Arica, Chile, is reported by the Associated Press to be in need of expert dental treatment, and his physician has recommended that he begin the homeward trip as soon as he can get away. The general was quoted on Dec. 29 as stating that the date of his departure will depend on the plebiscitary situation. General Pershing's return to the United States will, it is believed, be in no sense a diplomatic retreat from an international situation which has become embarrassing. Steps will be taken to continue, so far as possible, the work he has been doing as head of the Tacna-Arica Plebiscitary Commission.

Capt. Eugene F. C. Collier, U.S.N., in a talk to the Civitan Club, at Washington, D. C., Dec. 22, said that recent aspersions cast on the naval Air Force are unfounded. Capt. Collier said the American Navy in many respects leads the world in the development of its Air Force, particularly in up-to-date appliances.

Capt. Frank L. Pinney, U.S.N., commanding officer of the U.S.S. Milwaukee, which on the night of Sept. 20, 1925, rammed and sank the coal-laden schooner Benjamin A. Vanbrunt, off the Virginia Capes, has been acquitted by general court-martial of charges of negligence it was announced official. No lives were lost in the collision.

Col. and Mrs. Warren P. Newcomb, U.S.A., are at the Charlesgate Hotel, Boston, Mass., for the winter.

Lt. and Mrs. T. Q. Donaldson, Jr., U.S.A., are being congratulated on the birth of a daughter, Sarah Elizabeth, on Dec. 20, 1925, at Ft. Oglethorpe, Ga.

Capt. and Mrs. Gilmer Bell, U.S.A., of Ft. Moultrie, S. C., have as a guest over the holidays their mother, Mrs. Georgia L. Wester, of San Antonio, Tex. Sheldon Harley Wheeler and Patrick Wheeler, the small sons of Mrs. Bell, who have been in Texas for the past two months, came with Mrs. Wester to join their parents.

Capt. and Mrs. R. E. Dupuy, U.S.A., stationed at Ft. Ethan Allen, Vt., are at the Martinique, Washington, D. C., for a short stay.

Miss Nina Romeyn, who has been visiting Col. and Mrs. Charles Annesley Romeyn, U.S.A., in Boston, has returned to her apartment in the Portsmouth, Washington, D. C.

Col. and Mrs. Harry B. Jorden, U.S.A., who have an apartment at the Martinique, Washington, D. C., were among those entertaining at dinner on Christmas Day.

Capt. Hugh Barclay, U.S.A., who was called north by the illness and death of Mrs. Harry A. Moody, will sail Jan. 2 for Rio de Janeiro, Brazil, to resume his duties. Mrs. Barclay, owing to the serious illness of her father, Mr. Harry A. Moody, will be unable to leave the States and is at her country estate, Douglaston Manor, Pulaski, New York.

Col. and Mrs. Harry R. Lee, U.S.A., Ret., and Miss Josephine Lee, have left for Providence, R. I., to visit friends over the Christmas period, after which they will return to the Martinique, Washington, D. C.

The 7th Infantry is giving a regimental dinner celebrating its 128th anniversary on Jan. 15, 1926, at Vancouver Barracks, Wash. It invites all former officers of the

regiment to attend. For those who cannot come, it would be appreciated if they would send some word of greeting to their former comrades.

Col. and Mrs. John M. Morgan, U.S.A., were joined at the Martinique, Washington, D. C., by their daughter, Miss Marion Morgan, for the holidays.

The military ball held by the Peoria Chapter of the Reserve Officers Association of the United States and the Army and Navy Club of Peoria at the Shrine Temple, Peoria, Ill., on Dec. 16, was a grand success, and will be an annual event hereafter. The assembly room with its military decorations, glorious with the red, white, and blue, formed an appropriate background for the group of military officers in uniform and the other group of men in formal attire, who with the charmingly gowned women, numbered some 400 couples. The feature of the evening was a Charleston dance given by Miss Mildred Melrose which was much appreciated. A reception was held for the guests of honor who were in attendance and in the receiving line were the following: Col. and Mrs. Robert E. Wyllie, Chief of Staff, 6th Corps Area; Colonel and Mrs. Howard, Chief of Staff, 86th Div., and daughter, Larletlet; Colonel and Mrs. Perry, Lt. Col. and Mrs. Lewis S. Chappelle (all of Chicago at Corps Area and Div. Hdqrs.); Col. A. L. Culbertson, C.O., 130th Inf. of Delevan; Maj. Lawrence Smith, C.O., 3d Bn., 130th Inf., of Quincy; Capt. and Mrs. Edward Evers, of the 9th Naval Reserve Dist. of Chicago; Speaker and Mrs. Robert Scholes of Peoria; Maj. Sidney D. Wilgirs, of Rockford, state president of the Reserve Officers' Association; Major Andrews, Exec. Officer of the Rockford Dist.; Maj. and Mrs. Roy L. Piatt, Exec. Officer for a number of units in Peoria district; Capt. and Mrs. Lester M. Kilgariff, Exec. from the F.A. group in the Peoria district; Lt. R. C. Akins, recruiting officer in Peoria, all three of whom are of the Regular Army.

Rear Adm. C. C. Todd, U.S.N., Ret., who has a host of friends in Washington, will leave shortly after the New Year to visit his son, Lt. Comdr. Todd, U.S.N., at San Diego, Calif. Admiral Todd will return to Washington, where he has an apartment at the Martinique, in the spring.

Brig. Gen. and Mrs. Manus McCloskey, U.S.A., were guests of honor at a dinner and dancing party at the South Shore Country Club in Chicago, Ill., Dec. 19, given by Col. and Mrs. Charles E. Bartley. There were present all the Finance Army officers of the Chicago district and about 30 other officers and their wives. Many toasts and eulogies were delivered for General McCloskey, who has been ordered to the Hawaiian Islands for duty.

Maj. Gen. and Mrs. George Barnett, U.S.M.C., are staying at the Hotel Brighton, Washington, D. C. General Barnett was Commander-in-Chief of the Marine Corps during the World War and was retired in 1923. Mrs. Barnett will leave for Europe shortly, but General Barnett will continue his stay at the Brighton indefinitely.

Maj. H. G. Stanton, U.S.A., whose resignation as an officer of the Army was recently accepted by the President, is a graduate of the U.S.M.A., class of 1911. He has resigned from the Service in order to devote his time to the administration of the Stanton-Loomis Preparatory Academy, which is located at Cornwall-on-Hudson, N. Y., and which prepares exclusively for West Point. Major Stanton served as an instructor at West Point in the Department of Mathematics from 1914 to 1917, and also served a four-year detail as an assistant professor in the Department of Ordnance and Gunnery at West Point from 1921 to 1925.

Capt. Roald Amundsen, the well-known explorer of the North Polar regions and discoverer of the South Pole, was the guest of honor at a dinner given by Col. Russell C. Langdon, U.S.A., at the Army and Navy Club of America, in New York City on Dec. 21. The guests included Senator Royal S. Copeland, Maj. Gen. Preston Brown, U.S.A.; Chancellor Elmer Ellsworth Brown, of New York University; Justice Philip J. McCook, of the New York Supreme Bench; Capt. Lyman A. Cotten, U.S.N.; Hon. William C. Redfield, Mr. Charles L. Schenck, Mr. Albert H. Mathews, Mr. William G. Creamer and Mr. Sydney V. Lowell.

Capt. and Mrs. John J. Murphy, U.S.A., of Ft. Benning, Ga., left on Dec. 22 to spend the holidays in Havana, Cuba.

Lt. Col. N. E. Margetts, U.S.A., has returned to Washington, D. C., after six months passed in Fez, Morocco, as observer of the Rifian war.

Comdr. John H. Towers, U.S.N., who has been serving on the Shenandoah Court of Inquiry, has left for the West coast for duty as executive officer of the U.S.S. Langley. It is understood that he is slated to take command of the carrier when Capt. E. S. Jackson is relieved.

The following officers sailed from Manila Dec. 21 on the transport Thomas, bound for the United States: Col. Willis Uline, Inf.; Lt. Col. T. Campbell, F.D.; N. E. Wood, Q.M.C.; Maj. L. K. Underhill, Inf.; J. V. Littig; P. C. Riley, M.C.; Capt. D. M. Cole, C.A.C.; H. L. Hogan, D.C.; W. R. Irvin, Cav.; M. Berman, A.S.; E. P. H. Gempel, C.W.S.; L. F. Wright; H. T. Doust, M.C.; E. A. Austin; C. A. Beaumont, Inf.; W. J. Ryan, chaplain; C. F. Cox, V.C.; 1st Lts. L. Iverson; P. S. Lowe; J. D. Moss; J. E. Harriman; L. L. Lemnitzer, C.A.; C. V. Barnum, Cav.; J. C. Grable; T. A. Roberts, Jr.; E. M. Edmonson, F.A.; R. E. Round, Inf.; W. H. Johnson, M.A.C.; 2d Lts. E. Barber, C.A.C.; J. R. Hamilton, Inf.; G. C. Mudgett, Cav.; Lila A. Anderson; and Pauline Mitchell, A.N.C.

Warrant Officers Presley J. Grove, U.S.A.; Irving S. Hansen, A.M.P.S.; Field Clk. Reuben A. Enderle, Q.M.C.; Army Field Clk. David H. Ritchie.

All of the above relieved from assignment and duty in the Philippines.

Lt. Col. C. O. Sherrill, late U.S.A., left Washington Dec. 30 to become city manager of Cincinnati.

Maj. U. S. Grant, 3d, U.S.A., successor to Colonel Sherrill in charge of public parks and buildings, announced on Dec. 29 that he will continue for the present at least with his predecessor's policies.

"Colonel Sherrill has laid a splendid foundation in this office and only recently has effected a fine organization. I feel that I can do no better than to proceed along the lines he has mapped out," he said.

Resolutions of regret at his departure were sent to Lieut. Col. Clarence O. Sherrill by the Iowa Circle Citizens' Association. Congratulations at his appointment as Colonel Sherrill's successor were sent to Major Grant by the organization.

BIRTHS

BROWN.—Born to Maj. and Mrs. J. K. Brown, Cav., U.S.A., a daughter, Shirley Eloise, on Dec. 17, 1925, at Ft. Leavenworth, Kans.

DONALDSON.—Lt. and Mrs. T. Q. Donaldson, Jr., U.S.A., announce the birth of a daughter, Sarah Elizabeth, on Dec. 20, 1925, at Ft. Oglethorpe, Ga.

MacDONALD.—Lt. and Mrs. Russell C. MacDonald, U.S.A., of Luke Field, Hawaii, announce the birth of twins, Kathryn C. and Virginia Lee, on Dec. 5, 1925, at Tripler General Hospital, Ft. Shafter, Hawaii.

McALLISTER.—Lt. and Mrs. Edwin J. McAllister, U.S.A., announce the birth of a daughter, Clelle-Ann, Nov. 21, 1925, at Camp John Hay, Philippine Islands.

OSTRANDER.—Born at Fitzsimons General Hospital, Denver, Colo., Dec. 20, 1925, to Capt. and Mrs. Forrest R. Ostrander, M.C., U.S.A., a daughter, Mary Catherine.

PROUTY.—Born at Germantown, Philadelphia, Pa., Dec. 10, 1925, to Lt. and Mrs. S. M. Prouty, U.S.A., a son, Stanley Marshall Prouty, Jr.

ROTHGEB.—Lt. and Mrs. C. E. Rothgeb, U.S.A., announce the birth of a daughter, Edwina Yvette, at Station Hospital, Ft. Eustis, Va., on Nov. 15, 1925.

SCARBOROUGH.—Col. and Mrs. H. M. Scarborough, C.W.S., Res., of the New York Military Academy, announce the birth of a daughter, Anne Barbara, on Dec. 21, at St. Luke's Hospital, Newburgh, N. Y.

ENGAGEMENTS

THORNBURGH-FIELD.—Capt. and Mrs. Harry Ashby Field, U.S.N., Ret., announce the engagement of their daughter, Julia Waters, to Lt. Lewis Thornburgh, C.E.C., U.S.N. Lieutenant Thornburgh is a son of Dr. and Mrs. Charles Q. Thornburgh, of Bethlehem, Pa. The wedding will take place about the middle of February.

WEDDINGS

DEWITT-HAHN.—Lt. Wilmer W. Dewitt, U.S.A., stationed at Plattsburg, N. Y., and Miss Vera L. Hahn, of the high school faculty at Redlands, Calif., were married in All Saints' Church, Berkeley, Calif., Dec. 17, 1925. The bride was attended by her sister, Miss Dorothy Hahn.

DONNELL-CHASE.—John Tilden Donnell, Jr., and Miss Lucy Porter Chase, daughter of Lt. Col. and Mrs. George H. Chase, were married in St. John's Church, Los Angeles, Calif., Dec. 21, 1925. The bride was attended by Miss Irene Brown as maid of honor and Misses Constance Clark and Pauline Riley as bridesmaids. Franklin Donnell was best man.

HOGLE-MacDONNELL.—Ens. James Bernhardt Hogle, U.S.N., and Miss Dixie Elizabeth MacDonnell, daughter of Mr. and Mrs. Emmette Watson MacDonnell, of Los Angeles, Calif., were married in St. Paul's Cathedral in that city on Dec. 5, 1925. The groom, who was graduated from the Naval Academy in the class of 1923, is attached to the U.S.S. Marcus. He is a son of Mr. and Mrs. Thomas L. Hogle, of Ft. Worth, Tex. The bride is a graduate of the Bishop's School, at La Jolla, San Diego, Calif.

REYNOLDS-PIPER.—The marriage of Miss Emily Cozzens Piper, daughter of Col. and Mrs. Alexander, Ross Piper of Bay Ridge, Brooklyn, New York, and Mr. Philip Keep Reynolds, Jr., of Brookline, Mass., and Saute Ste. Marie, Mich., took place on Dec. 19, 1925, at Christ Church, Bay Ridge, the Rev. John Henry Fitzgerald officiating. Due to the illness of Colonel Piper the bride was escorted to the altar by a cousin, Mr. T. Ludlow Chrystie, of Rye, N. Y.

Miss Piper had as her maids of honor Miss Mary Elizabeth Simmons, of New York, and Miss Elizabeth Joy Reynolds, of Brookline, Mass., sister of the groom. The bridesmaids were Miss Gertrude Covert Van Brunt and Miss Rosamond Godfrey Thomas, of Brooklyn, N. Y.; Miss Adden Nicholson Gray, of New York, and Miss Frances Nicholson Chrystie, of Rye, N. Y.

Mr. Reynolds had as his best man Mr. George Field Pierson, of Brookline, Mass. The ushers were Mr. Francis Perkins and Mr. Robert Field Pierson, of Brookline, Mass.; Mr. Frank Richardson Oates, of Boston; Mr. William Arnold Ford, of Staten Island, N. Y.; Mr. Stanley Duncan, of Brooklyn, N. Y., and Mr. Alexander Ross Piper, Jr., brother of the bride.

Owing to a motor accident in which the mother of the bride was injured, the reception was for the bridal party only.

SNODGRASS-MATTLAGE.—Lt. Cornelius Stribling Snodgrass, U.S.N., attached to the U.S.S. West Virginia, and Miss Mary Lakenan Mattlage, daughter of Comdr. and Mrs. Ellis Lando, U.S.N., were married in Christ Episcopal Church, in Coronado, Calif., Dec. 21, 1925, with the rector, Rev. John Grainger officiating in the presence of a large number of relatives and friends of the young couple. Miss Sophie Mattlage, sister of the bride, attended as maid of honor, with Miss Georgia Louise Ridge, of Santa Monica, a cousin of the bride, and Mrs. Hamilton, wife of Lt. William Van Hamilton, as bridesmaids. The ring bearer was little Robert Ellis Lando, brother of the bride. The groom was attended by Lt. Charles Henry Judson. A reception at the Coronado Country Club followed the ceremony, after which Lieutenant and Mrs. Snodgrass left for the east, where they will visit the groom's parents, Mr. and Mrs. M. A. Snodgrass, in Martinsburg, W. Va. They plan to return to the Pacific coast on Jan. 16.

WALKER-CARPENTER.—Lt. Frank E. Walker, U.S.N., stationed at San Diego, Calif., and Miss Doris Adele Carpenter, daughter of Mr. and Mrs. Clay Carpenter, of Long Beach, Calif., were married recently in St. Matthew's Church, Long Beach. The bride is a graduate of Miss Harker's School for Girls at Palo Alto, Calif. The groom was graduated from the Naval Academy in the class of 1922.



Association Enlarges Scope

The main function of the Association and reason for its existence is to render service to its thousands of individual members who are Service and ex-Service people. This fact has always been foremost in the minds of those who have guided the policies of the Association since its beginning, and undoubtedly accounts for the large and steady increase that the Association enjoys in individual, as well as in store and hotel, members.

* * *

The opportunity that the Association presents to its Service and ex-Service members is open to all Service and ex-Service people, many of whom would immediately apply for membership in the Association, if they realized how the greater majority of the members of the Association are materially reducing living costs by concentrating their purchases in store and hotel members of the Association whenever possible. The fact that individual members of the Association are enabled to save approximately 6% on nearly everything they buy really shows what a substantial saving is afforded them over a month's or a year's time.

* * *

Recently, and as a result of many requests from its individual members, the Association has formulated a special thrift plan for its members called the MEMBERSHIP SAVINGS PLUS INTEREST PLAN. Those members of the Association who desire to have their MEMBERSHIP SAVINGS allowed to accumulate for them instead of receiving MEMBERSHIP SAVINGS checks as heretofore, may make application to the Association, whereby they can have their MEMBERSHIP SAVINGS deposited for them by the Association in a national bank of New York City, earning 3% interest per annum, compounded monthly, on their MEMBERSHIP SAVINGS so deposited.

* * *

This MEMBERSHIP SAVINGS plan carries with it the highest recommendation of the Association to its individual members, and it is felt that thousands of members will take advantage of this plan immediately. This plan, as presented by the Association, gives the individual members of the Association a better opportunity than ever to practice real thrift without having to stint themselves in the least. It is a broad-gauged, open-minded plan, and the Association cordially invites the attention of all Service and ex-Service people in this country to it.

Further information relative to the plan, or to qualifications for membership in the Association, will be promptly given upon receipt of request for same.

Association of Army and Navy Stores, Inc.
469 Fifth Avenue, New York City

POSTS AND STATIONS

FORT DOUGLAS, UTAH

A VERY pleasant dancing party was given recently at the Belvedere Apartments by Capt. and Mrs. O. W. Gralund in compliment to Col. and Mrs. Walter B. McCaskey. One hundred and fifty guests were invited, including all the Army and Navy people at the post and in town, and also the Governor and Mrs. G. H. Dern and Maj. and Mrs. C. Clarence Neslen.

Lt. and Mrs. J. E. Monhollan entertained very pleasantly at a Sunday night supper at their quarters on the post. The host and hostess were assisted during the evening by Miss Helen Sperry.

Maj. and Mrs. George S. Gay and Capt. and Mrs. T. W. Jones gave a tea-dance recently in the hop room at the post to which their Army friends from town and from the post were asked. The hours were from 5 till 7 o'clock, and the host and hostess were assisted in receiving by Capt. and Mrs. W. C. Green and Capt. and Mrs. W. E. Bledsoe.

Lt. and Mrs. T. J. McDonald entertained at a dinner at their home preceding the club night at the Officers' Club, the entire party attending the social affair later. The guests were Col. and Mrs. Walter B. McCaskey, Col. and Mrs. E. H. Andres, Maj. and Mrs. J. C. Thomas and Lt. and Mrs. J. C. Horne.

Mrs. J. J. Waterman and Mrs. Paul Warren presided over a very pleasant luncheon, with bridge following, at the Wang tea shop in town. The guests were seated at many small tables; thirty-six in all being invited.

Col. and Mrs. Frederick L. Knudsen and Miss Catherine Knudsen are spending a few weeks in Carmel-by-the-Sea with Mrs. Knudsen's mother. Colonel Knudsen and Catherine will return in time for the opening of school in the new year, but Mrs. Knudsen will remain a few weeks longer.

Mrs. George Van Studdiford accompanied by her mother, Mrs. Leslie W. Snow and her little daughter, have left for San Francisco, whence they sail shortly for New York by way of the Panama Canal to join Lieutenant Van Studdiford at his new station on Governors Island.

Col. and Mrs. Alexander Davidson who have recently come to Salt Lake are at home now in the Dorius Apartments on First Avenue.

GOVERNORS ISLAND, N. Y.

MRS. ISAAC NEWELL, wife of Colonel Newell, has returned after a three months' visit in Paris.

Miss Katherine Judge, of Washington, is spending the Xmas holidays with Col. and Mrs. T. A. Baldwin.

Col. and Mrs. Frank Keefer entertained at dinner recently in honor of Comdr. and Mrs. David LeBreton.

Mr. and Mrs. Pace, of Chicago, are the house guests of Col. Stanley H. Ford over the Xmas holidays.

Capt. and Mrs. A. S. LeGette gave a small dinner party recently preceding the dance given by the officers and ladies of Ft. Wood.

Capt. Warren Steele, of Buffalo, N. Y., is the house guest of Lt. George Forster.

Mrs. C. P. Summerall and Maj. and Mrs. C. H. Danielson attended the special performance of Charlot's Revue, the proceeds of which went to the Soldier's and Sailor's Club.

Mr. William Taylor, son of Col. and Mrs. W. W. Taylor, who is attending school at Bradens, Cornwall-on-the-Hudson, is spending the Xmas holidays with his parents.

Lt. Charles Summerall, stationed at Ft. Hoyle, is spending the holidays with his parents, Gen. and Mrs. C. P. Summerall.

The West Point cadets spending Xmas leave on the island are: Maurice and Reynolds Condon, sons of Col. and Mrs. H. M. Morrow; Hamer Ford, son of Col. S. H. Ford, and Irving Paris, brother of Mrs. J. A. Bruckner.

WASHINGTON BARRACKS, D. C.

MAJ. AND MRS. PELHAM D. GLASSFORD have visiting them for the holidays Mrs. Glassford's cousin, Miss Alice Simpson, of San Antonio, Tex. Miss Simpson is spending the winter in New York for voice culture. A number of entertainments are being given in honor of her.

Col. and Mrs. Charles B. Stone entertained at bridge on Dec. 28.

Mrs. William Preston Wooten entertained at luncheon and bridge for Meses. Joseph Cranford, Allen Lard, Royal Johnson, Lester Barr, Frank Hopkins, Mrs. Guest, of Annapolis, and Mrs. Dan Hand.

Col. P. L. Gerhardt, vice president of the Bush Terminal, New York, has been a house guest of Col. and Mrs. Lawrence B. Simons on Faculty Row, Army War College.

A tea dance was given at the club of the Army War College on Christmas Eve and another tea dance for the young folks on Dec. 29.

Miss Marion McGloughlin, from State College, Philadelphia, is a house guest of Miss Elizabeth Sweeney, who is spending the holidays at home from Smith.

Maj. and Mrs. Shepherd W. Fitzgerald entertained at a buffet supper on Dec. 30 in compliment to Miss Alice Simpson, Major and Mrs. Fitzgerald later taking their guests to Bowling Field.

Miss Loyall Roberts, daughter of Col. and Mrs. Thomas A. Roberts, who is attending the

Mount de Sales Academy, at Catonsville, Md., is home for the holidays.

Among the hosts at a dinner dance at the club of the Army War College were Col. Leonard L. Deitrick, Ned B. Rehkopf, Ben Lear, Jr., John E. Monroe, Alvin C. Voris, Maj. John D. Reardon, Arnett P. Matthews, George Dillman, Erment W. Savage and Maj. Gen. Henry T. Allen.

Maj. and Mrs. Pelham D. Glassford entertained at their quarters in honor of their house guest Miss Alice Simpson.

FORT HUMPHREYS, VA.

MAJ. H. ST. GAUDENS was on the post for a few days last week. He was the recipient of many social favors during his stay.

Mrs. Bagley and Mrs. Thornton, who have been the guests of Major and Mrs. Bagley for some weeks have left for their home in the south.

Mrs. Poore, who has been ill at Walter Reed for the past month, has returned to the post.

Major and Mrs. Skinner, Major and Mrs. Bragdon, and Capt. and Mrs. Lawrence Jones, of Ft. Hoyle, were the recent guests of Major and Mrs. Conklin for dinner and bridge.

Captain and Mrs. Hill and small son are in Baltimore spending the holidays with their family.

Colonel Fieberger and Miss Julia Fieberger were recent guests of Major and Mrs. Downing. Mrs. Downing had a few guests in for luncheon to meet Miss Fieberger.

Guests from this post attending the dinner given by Major and Mrs. Holcombe at Chevy Chase Club included Majors and Meses. Skinner, Weart, Bragdon, Conklin, Young, Captain and Mrs. Snow, and Lieutenant and Mrs. McCutcheon.

Major and Mrs. Weart entertained the Wednesday Bridge Club. Additional guests were Captain and Mrs. Snow and Captain Price.

Major and Mrs. Bragdon were dinner hosts for Major and Mrs. Downing Conklin and Major St. Gaudens.

PORTSMOUTH NAVY YARD

THE submarine officers gave an "At Home" recently at their barracks at the navy yard which was a delightful social affair and attended by about 200 officers and their families at the navy yard, on the ships, and guests from Portsmouth and vicinity and out of town. The naval band furnished music, and dancing was enjoyed. Refreshments of sandwiches, assorted cake, fruit punch and coffee were served. Mrs. Osterhouse, wife of Capt. Hugh Osterhouse, was hostess and with her assistants added much to the sociability of the affair.

The officers attached to the yard are to have a number of dancing parties this season. The following hop committee has been elected to serve during the winter: Capt. H. W. Osterhouse (chairman), Comdr. R. M. Warfield, Lt. Col. R. O. Underwood, Lt. Comdr. E. A. Logan, Lt. Comdr. C. A. Lockwood, Lt. A. L. Rawlings, Lt. Pomeroy.

Much regret is expressed throughout the yard by the officer and civilian personnel over the expected early departure of Capt. Walter M. Hunt, for the past three years manager of the industrial department at this yard. Capt. and Mrs. Hunt have made many friends while here and will be much missed.

FORT BLISS, TEX.

MRS. J. C. CASTNER gave a lovely tea at her quarters honoring her daughter-in-law, Mrs. L. V. Castner, for a large number of ladies of Ft. Bliss and El Paso. Mrs. C. D. Rhodes and Mrs. M. A. W. Shockey poured, assisted by Mrs. J. F. Clapham, Mrs. E. J. O'Hara, Mrs. O. L. McDaniel and Mrs. J. L. Ballantyne.

Maj. and Mrs. S. M. Walsley and Capt. and Mrs. R. R. Allen honored Maj. and Mrs. R. M. Campbell with tea at the Post Officers' Club before Major Campbell's departure for South America. The 7th Cavalry orchestra furnished the music for dancing.

A hop was given recently in honor of the visiting polo players who participated in the 1st Cavalry Division's annual polo tournament. Cups were presented to the winning teams by the division commander, Brig. Gen. J. C. Castner. Preceding the hop was a reception for Gen. and Mrs. C. D. Rhodes, who were leaving immediately for station in Panama.

FORT BROWN, TEX.

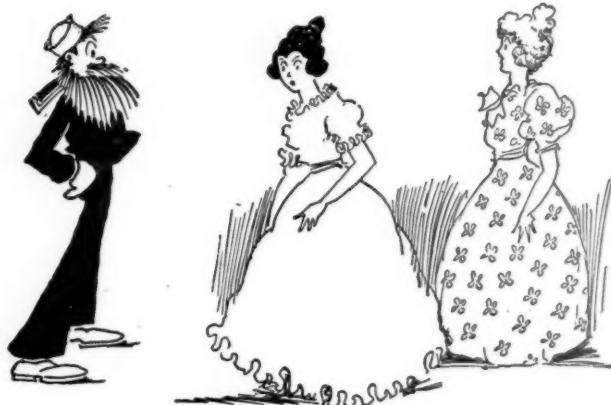
THE Officers' Club was the scene of gay festivities recently when Lt. and Mrs. B. M. Creel entertained the officers and ladies of the garrison at a turkey dinner preceding the hop. There were 36 guests.

Captain and Mrs. Lanahan were recent hosts at the Tuesday Evening Bridge Club. Mrs. Rathjen and Mrs. Barger, mother of Mrs. Burnside, made the high scores.

A number of the officers have been absent from the post on temporary duty. Captain Rathjen and Lieutenant Garver have been at Ringgold and Lieutenant Blanchard has been at Sam Fordyce.

The local radio station KWWG has been claiming a number of the Ft. Brown personnel recently. Lieutenant Creel gave a talk on the coming contemplated polo tournament Feb. 13-27. Mrs. Rathjen sang with a sextette of ladies from the Brownville Music Club, and Mrs. Stockton sang a solo.

THE GIRL HE LEFT BEHIND HIM



In the old days, when Willie returned from the wars he brought a bunch of whiskers with him.

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Polo**SERVICE SPORTS****Football**

CADETS' WINTER SPORT SCHEDULES ANNOUNCED.—The Military Academy athletes will have a strenuous winter, according to the sport schedules recently announced for wrestling, fencing, boxing, hockey and swimming. The Cadet grapplers will meet University of Toronto in an international match, while the Army hockeyites play the Royal Military College of Kingston, Ontario, at Kingston, February 20. Penn State is the headline match scheduled for boxing, and the Columbia tank meet is the feature attraction on the swimming schedule. The schedules follow:

Wrestling: January 16, Franklin and Marshall; 23, Yale; 30, University of Toronto; February 6, Virginia Military Institute; 13, Penn; 20, Washington and Lee; 22, Princeton; and March 6, Columbia.

Hockey: January 13, Dartmouth; 16, Bates College; 20, Middlebury; 23, Boston College; 30, Amherst; February 6, Boston University; 10, Massachusetts Aggies; 13, Syracuse; 20, Royal Military Academy, Kingston, Ontario; and 22, Williams.

Boxing: January 16, N. Y. U.; 30, University of Toronto; February 6, Virginia Military Institute; 13, Syracuse; 20, Washington and Lee; and March 6, Penn State.

Fencing: January 16, French Y. M. C. A.; 30, N. Y. A. C.; February 6, Columbia; 13, Fencers' Club; March 6, Yale; 13, Boston Tech; 20, Cornell, Syracuse and Hamilton.

Swimming: January 16, N. Y. U. 23, Penn; 30, Rutgers; February 6, Syracuse; 13, Columbia, at N. Y. C.; 20, Lehigh; 22, Dartmouth and March 6, Wesleyan.

NAVY SPORT SCHEDULES.—The following schedules of Winter and Spring sport schedules were announced at the Naval Academy:

Swimming—Jan. 30, University of Pittsburgh; Feb. 6, Rutgers; Feb. 13, Syracuse (also water polo); Feb. 20, Washington and Lee, water polo with New York Athletic Club; Feb. 27, Catholic University; Mar. 6, Princeton (also water polo); Mar. 13, Lehigh; Mar. 20, Yale (also water polo), at New Haven; Mar. 27, finals of Intercollegiate Swimming Association, at New York; Apr. 2-3, National Intercollegiate Swimming Championships, at Naval Academy.

Boxing—Feb. 13, Notre Dame (at Southbend); Feb. 20, Pennsylvania State; Mar. 6, Yale; Mar. 13, University of Pennsylvania; Mar. 20, Catholic University; Mar. 26-27, finals of Intercollegiate Boxing Association, at Naval Academy.

Wrestling—Feb. 6, Washington and Lee; Feb. 10, Iowa State College; Feb. 13, Duke University; Feb. 20, University of West Virginia; Feb. 27, All-Canadians; Mar. 6, Pennsylvania State; Mar. 13, Lehigh, at Bethlehem.

Lacrosse—Apr. 3, New York University; Apr. 17, University of Maryland; Apr. 24, Lehigh; May 1, Rutgers; May 29, U. S. Military Academy.

Baseball—Mar. 27, University of Richmond; Apr. 3, Yale; Apr. 7, University of Vermont; Apr. 10, Fordham; Apr. 17, Catholic University; Apr. 24, University of Maryland; May 5, Gettysburg; May 12, Washington and Lee; May 15, Georgetown; May 19, University of Delaware; May 22, Swarthmore; May 26, Mt. St. Mary's; May 29, U. S. Military Academy.

Tennis—May 2, University of Pennsylvania; Apr. 7, Yale; May 5, Dartmouth; May 12, William and Mary; May 22, Pennsylvania State.

FIFTH CAVALRY SPREADS POLO GOSPEL.—Backed by Col. Wallace C. Scales, U.S.A., commanding officer, the 5th U.S. Cavalry, stationed at Ft. Clark, Tex., has given such impetus to polo that four cowboy teams have been formed within a radius of 200 miles of the post, and these organizations plan to secure flat saddles and enter the Mid-Winter Tournament at San Antonio, Tex., this year.

The 5th Cavalry polo team fought its way to the First Cavalry Division and tournament finals, losing the final contest to the 82d F.A. riders, 8-10. The cavalymen were led by Captain Creed. Major Goodwin was in charge of the game schedule.

BOXING CHAMPS OF THE CANAL ZONE.—The following were recently

awarded gold medals as Panama Department champions in their class: Pvs. E. V. Cassidy, 33d Inf., bantamweight; F. O. Hull, 7th Ob. Sqdn., A.S., featherweight; Cpl. H. V. Colbert, 33d Inf., lightweight; Pvs. 1cl. M. Farris, 4th F.A., welterweight; G. Corbos, 11th Eng., middleweight; Cpl. P. Forrester, 1st Coast Art., light heavyweight; and Pvt. 1cl. F. Povey, 14th Inf., heavyweight.

ARMY'S FIRST YEAR IN PACIFIC COAST FOOTBALL SUCCESSFUL.—

The football season just closed on the Pacific coast witnessed the debut of an Army team in that section. The team consisted of enlisted men and officers drawn from the organization of the 9th Corps Area and concentrated in San Francisco.

A very hard schedule for a first-year team was undertaken, there being no practice games scheduled throughout the season. In spite of the fact that Army lost the greater portion of their games, the season was, nevertheless, successful in that it firmly established the Army in this major sport on the Pacific coast.

The team played a schedule of eight games, the last two of these being against the best teams on the coast, St. Mary's and the Olympic Club. A record of the games and scores follows. The second score is Army's: St. Ignatius Varsity, 6-6; Barbarian Club, 6-32; U. C. Frosh., 10-0; Stanford Frosh., 14-0; U. S. Marines, 25-12; U. S. Navy (Sub. Div. B. F.), 7-7; St. Mary's Varsity, 52-7; and Olympic Club, 19-0.

In spite of the losses this year a harder schedule is being provided for next year, and Army expects to give a much better account of itself in games won and lost than it did during the season just closed.

The team was coached by Lieut. Sanford J. Goodman, 63d C.A.C., former West Point tackle, and during the season a number of enlisted men showed such promise that it is safe to say that in another year or two, and playing the same class of teams which Army met this year, they will develop into real stars. The most valuable man on the team was Pvt. Green Y. Underwood, of Company E, 6th Engrs., from Ft. Winfield Scott.

Private Underwood played throughout the season at left tackle, and was only out of the game on two occasions during the year for a total time of less than 10 minutes. Two more seasons and Underwood will rate with the best.

Cpl. Edward Michaels, 3d C.A.C., from Ft. MacArthur, Los Angeles, Calif., made his bid for fame when in the fourth quarter in the Army-Navy game on Armistice Day, with the score 7 to 0 in favor of the Navy, he broke through the line and blocked a Navy punt, catching the ball and making a touchdown, which, with the conversion kicked by Lieutenant Wright, tied the score and saved the Army from defeat.

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NAVY TUG TRANSFERRED

Transfer of the naval tug Patuxent to
the Department of Commerce for use as
a fishing vessel has been authorized by the
Navy Department.

OBITUARIES

Announcements of deaths should be addressed to Editorial Office, Army and Navy Journal, 1523 L St. N. W., Washington, D. C.

COLE.—Lt. Comdr. Howson W. Cole, Med. Corps, U.S.A., died at Norfolk, Va., Dec. 25, 1925. He was born in Virginia June 13, 1878, and entered the Navy in 1904. The interment was in Arlington Dec. 28. Pallbearers were Comdr. H. W. Smith and Lieut. Comdr. G. H. Mankin, R. W. McDowell, F. L. McDaniel, J. Frazier and John Harper, all of the Medical Corps, U.S.N.

DUBOIS.—Col. Edmund DuBois, U.S.V., a veteran of the Spanish-American War and Philippine Insurrection and also an ex-member of the New Jersey National Guard, died at 53 South Broad St., Woodbury, N. J., Dec. 20, 1925. Colonel DuBois leaves a widow and also a son, Maj. Bird S. DuBois, U.S.A., and two daughters, Mrs. Walter H. Leodon, of Marshfield, Oreg., and Mrs. Joseph Rogers, of Succasunna, N. J.

GODSON.—Joseph Boyd Bentley Godson died on Dec. 9, 1925, at Victoria Sanatorium, Berne, Switzerland. She leaves a husband, Col. W. F. H. Godson, Cav., U.S.A., and a daughter, Elizabeth Annis, wife of Capt. Grover C. Rippetoe, U.S.A. Mrs. Godson was enroute to join her husband in Serbia, traveling by automobile from Cherbourg, accompanied by her daughter and granddaughter. While enroute she was taken seriously ill and went at once to Berne, Switzerland, where she received expert medical care. Colonel Godson came immediately to Berne from his station in Belgrade, S.H.S., and remained with her until the end, six weeks later.

Mrs. Godson served during the war in the American Committee for Devastated France. She was a Daughter of the American Revolution and a member of the Washington Club of Washington, D. C. She was the daughter of James Victor Bentley and Bessie Boyd Headley, and was born in the home of her grandfather, Col. Samuel Freeman Headley, at Morris-town, N. J., on Feb. 10, 1871. She was a direct descendant of Col. John Bull, Adjutant General of the Pennsylvania Line. A correspondent states: "Mrs. Godson died as she lived, bravely, kindly and utterly unselfishly, a devoted mother, wife and friend."

MALONY.—The friends of Maj. and Mrs. Harry J. Malony, F.A., U.S.A., will regret to hear of the death of Mrs. Malony at the post hospital, Ft. Leavenworth, Kans., on Dec. 21, 1925. Mrs. Malony is survived by her husband, who is on duty as a student at the Command and General Staff School; a son, James Lockett Malony, aged 3 years; a brother, Maj. James M. Lockett, Inf., U.S.A., on duty at Ft. Missoula, Mont.; a sister, Mrs. Helen Lyman of Honolulu, and her father, Col. James Lockett, U.S.A., Ret.

GOODRICH.—Rear Adm. Caspar F. Goodrich, U.S.N., Ret., who had a distinguished Navy career and was one of the few remaining Navy officers of the old school who could handle a warship under sails or power, died at his home in Princeton, N. J., Dec. 26, 1925, in his 79th year. He is survived by his widow and two daughters, one the wife of Col. C. T. Davis of the British Army, and the other Mrs. J. C. Brennan of New York. The admiral's only son, Caspar F. Goodrich, Jr., a graduate of the Naval Academy, was killed in an explosion of the battleship Georgia in 1907. Admiral Goodrich was born in Philadelphia, Pa., Jan. 7, 1847. He was graduated from the Naval Academy at the head of his class, in 1864, and was assigned to the Colorado of the European Squadron, and later to the Frolic on the same station, on which he served until 1868. After being commissioned lieutenant he served in the Portsmouth and then on the Lancaster of the South Atlantic Squadron to 1871. He subsequently, among other duties, served at the Naval Academy, in the Tennessee and Kearsarge, on the Asiatic Station, at the torpedo station and served in the Lancaster of the European Squadron, 1881-84. He was naval attaché on the staff of Lt. Gen. Sir Garnet Wolseley during the Tel-el-Kebir campaign in 1882. In 1884 Admiral Goodrich, then a lieutenant commander, brought back the relief ship sent after the Greely Polar expedition safely to New York after a difficult voyage. He was a member of the Endicott fortifications board in 1885, was in charge of the naval torpedo station and was lecturer at the Naval War College in 1897, and gold medalist of the Naval Institute. He commanded the auxiliary cruiser St. Louis and the U.S.S. Newark during the Spanish-American War. He had the first engagement with the batteries at Santiago while cutting cables, aided by the Wompatuck, and fought the last naval action of the war at Manzanillo. He was assigned to duty at the Naval War College in 1900. He was later in command of the Minneapolis and Richmond; commandant of navy yard, Portsmouth, N. H.; was promoted to rear admiral in 1904, and placed in command of the Pacific Fleet, in which capacity he did signal service at the time of the San Francisco earthquake, by hurrying his ships to the stricken city and giving assistance of every kind. He was assigned to command the navy yard, New York, in 1907, and was retired on account of the age limit Jan. 7, 1909. It was at daylight

on May 18, 1898, that Admiral Goodrich, then a captain, performed his memorable feat of cutting the cable from Santiago de Cuba to Jamaica and Hayti. He ran within 2,500 yards of the land batteries, enduring their shot, and actually silencing with his own small guns the fire of two of the most dangerous batteries. After a first unsuccessful attempt he next destroyed the French cable from Guantanamo on May 20.

Following the cutting of the Cuban cables Captain Goodrich in the St. Louis joined the scouting squadron that was to follow the movements of Admiral Cervera. At the end of June, when the task of landing an army of 16,000 troops fell to the Navy, in the absence of lighters, the enormous task fell to Captain Goodrich. He landed the force with its munitions in five days. In August he took part in the bombardment of Manzanillo, just previous to the signing of the peace protocol. On July 31 he had effected a landing of troops at La Playa, Porto Rico. The interment of Admiral Goodrich was at Annapolis, with military honors.

LUCA.—Mrs. Mary Luca, widow of the late Chief Musician S. Luca, of the 10th Inf. Band, mother of Mrs. Patrick O'Brien, wife of Sgt. L. Patrick O'Brien, M.D., Ret., died at the home of her daughter, at 2 Carlton Place, Flushing, N. Y. Interment at Flushing, N. Y.

MOYNAN.—Lt. William T. Moynan, M.C., U.S.N., died at the Johns Hopkins Hospital, Baltimore, Md., Dec. 8, 1925. He leaves a widow, Mrs. Alice M. Moynan, who resides at 65 Mendum Ave., Portsmouth, N. H. Lieutenant Moynan was born in Brooklyn, Nov. 13, 1879, and was given the provisional grade of assistant surgeon. He accepted an appointment in the Regular Navy as a passed assistant surgeon with rank of lieutenant, Aug. 3, 1920.

RAYMOND.—Col. Thomas U. Raymond, M.C., U.S.A., died suddenly at New Rochelle, N. Y., on Dec. 24, 1925. The burial was at Arlington, Va., on Dec. 28. Colonel Raymond is survived by his widow, Bettie DeShong, and two daughters, Mrs. G. Barrett Glover, Jr., wife of Major Glover, U.S.A., and Mrs. Frank M. White, wife of Major White, New York attorney.

REED.—Mrs. Nannie Crenshaw Reed died at the home of her son-in-law and daughter, Maj. and Mrs. Augustus Norton, U.S.A., Ret., 706 Westover Ave., Norfolk, Va., on Dec. 16, 1925.

REUTERDAHL.—Lt. Comdr. Henry Reuter-dahl, U.S.N.R.F., well-known naval artist and marine colorist, died at the St. Elizabeth's Government hospital for the insane, Washington, D. C., Dec. 27, 1925. He was buried in Arlington National Cemetery. He had been a patient in the hospital since September. His home was at Weehawken, N. J.

RODGERS.—Rear Adm. Raymond P. Rodgers, U.S.N., Ret., who had a distinguished record of service, died at Monte Carlo, France, Dec. 28, 1925, where he was sleeping with his wife. He was born Dec. 20, 1849, in the District of Columbia, and came from a family distinguished in naval history. He was advanced five numbers for eminent and conspicuous conduct in battle during the war with Spain. Rear Admiral Rodgers after graduating from the U.S.N.A., in the class of 1868, was assigned to the Guerriere, flagship of the South Atlantic Fleet. He served, among other duties, on the Franklin and Juniata, of the European Fleet, from 1869 to 1872, and on the Plymouth from the latter year to 1873. He was at the Naval Academy during 1873 and 1876, and was next assigned to the Pensacola, flagship of the Pacific Fleet. He was assigned to the Naval Academy again from 1879 to 1882, and then served on the Tennessee, of the North Atlantic Squadron, from 1882 to 1884. He was on duty in the Bureau of Navigation in 1884, and was Chief Intelligence Officer, 1884-1889. His next sea service was on the Chicago, of the Squadron of Evolution, and he was later appointed naval attaché at Paris, St. Petersburg and Madrid, 1892-97. He served on the battleship Iowa from June, 1897-99, and took part in the blockade of Cuba and the engagements off San Juan and Santiago in the battle of July 3, 1898. He was assigned to command the Nashville in 1899, and served on that vessel in Cuba, the Philippines and China. He was in command of the Kearsarge, of the Atlantic Fleet; was appointed aide to the Admiral of the Navy and a member of the General Board in 1901, and later Chief Intelligence Officer, and was appointed President of the Naval War College and commandant of the Naval Station, Narragansett Bay and 2d Naval District, Oct. 6, 1909. He reached the grade of rear admiral July 4, 1908, and was retired for age Dec. 20, 1911.

TRAUB.—Mrs. Ralph G. Traub, sister of Lt. Comdr. Charles Frank Greene, U.S.N., died at her home in Cleveland, Ohio, on Dec. 19, 1925.

EXPLOSION ON U.S.S. FLORIDA

In the explosion of an acetylene tank, on board the U.S.S. Florida, at Charlestown, Mass., Dec. 28, Jacob Omsen, of Waverly, a rigger, was the most seriously injured, his left eardrum being punctured. Roy Eaton, of Dorchester, a ship fitter, and Everett Manty, of Quincy, a driller, were burned about the hands and face. A piece of the tank was blown 1,000 feet, hitting the officer of the deck on a destroyer. The explosion dislodged several pipes and was followed by fire which was extinguished with slight damage.

NAVY EXHIBIT PLANES

Plans for a naval exhibit at the Sesqui-centennial Exposition at Philadelphia are still held in abeyance and no further action will be taken until it is determined whether the necessary funds will be appropriated by the budget.

MILITARY CLUBS AND SOCIETIES

SECOND DIVISION A.E.F. DINNER.—The members of the 2d Division, A.E.F., will tender a testimonial dinner to Lt. Col. Hanford MacNider, Assistant Secretary of War, at the Hotel Roosevelt, 45th Street and Madison Avenue, New York City, on Saturday evening, Jan. 16, 1926. During the World War Colonel MacNider was adjutant of the 9th Infantry of the 2d Division. The tickets will be \$5. Among those on the committee are Chaplain J. A. McCaffrey (chairman), Maj. Gen. James C. Harbord, Maj. Gen. John A. Lejeune, Brig. Gen. Preston Brown, Col. James Hayes, Col. A. A. Arnold, Lt. Col. John A. Hughes, Capt. James C. Crockett, Ft. Wadsworth, N. Y., secretary.

NEW ENGLAND SOJOURNERS

The meeting of New England Chapter, No. 12, was held January 4, 1926, in St. John's Lodge, Masonic Temple, Boston. This is the oldest lodge on the Western Hemisphere and is the lodge that granted the charter to the lodge of which George Washington was a member.

Capt. John D. Hood, Cav., U.S. Army, was raised to the degree of Master Mason by a Sojourners' Team consisting of the following members:

Cols. F. G. Bauer, J.A.G.D.; G. D. Moore, I.G.D.; Maj. Gen. W. E. Lombard, M.N.G.; Maj. H. S. Beckford, M.C.; Brig. Gen. M. H. Barnum, U.S.A.; Chap. F. T. Edrop, C.C.; Maj. Gen. M. L. Hersey, U.S.A.; Lt. M. F. C. U.S.N.R.; Col. W. E. Horion, Q.M.C.; A. Greig, Jr., C.A.C.; Lt. J. A. Price, U.S.N.; Col. F. W. Stopford, C.A.C.; C. W. Godfrey, Q.M.C.; Maj. A. Berwick, Q.M.C.; C. L. Eastman, S.C.; G. H. Reese, F.D.; W. M. Pratt, M.I.D.; F. A. Hovey, F.A.; Lt. J. A. Price and T. L. Hannah, U.S.N.; Capt. D. E. Burr, C.E.; J. C. Branth, A.G.D.; L. R. Conner, F.D.; R. Morgan, A.G.D.; M. H. Summerfield, D.C., and Bugler W. Purcell, F.A.

ASS'N OF THE ARMY OF THE U.S.

The San Francisco Sector at its annual meeting December 21, 1925, elected Col. Ernest V. Smith, U.S.A., Chief of Staff of the 91st Division, as president for the coming year. Colonel Smith is a charter member of the association and has done much toward building up not only the local sector but the national association throughout the country.

The other sector officers for the coming year are: First Vice-President, Col. Harry F. Rethers, U.S.A.; Second Vice-President, Col. Lionel S. Schmidt, Res.; Third Vice-President, Maj. Reem M. Clarke, C.N.G.; Secretary-Treasurer, Capt. Charles A. Burgess, C.N.G.; Sector Headquarters, Col. J. D. Leitch, U.S.A.; Lt. Col. W. A. Covington, U.S.A.; Maj. Robt. Blaine, U.S.A.; Lt. Col. John U. Calkins, Jr., C.N.G.; Lt. Col. L. R. Cofer, C.N.G.; Capt. Charles A. Strong, C.N.G.; Lt. Col. Edward J. Mitchell, Res.; Lt. Col. Lamar M. McKinley, Res.; Maj. D. P. Fullerton, Res.; Col. H. J. Hatch, U.S.A.; Lt. Col. R. C. Wright, Res.; Maj. Raimon Conlish, Res.

The program of the sector for the past year has been very interesting and instructive. Among the many speakers of note who have addressed the sector at the bi-monthly luncheons have been Maj. Gen. John L. Hines, Chief of Staff of the Army; Adm. R. E. Coontz, commanding U.S. Battle Fleet; Maj. Gen. Charles T. Menoher, commanding general of the 9th Corps Area; Maj. Gen. Amos Fries, Chief of Chemical Warfare; Maj. Gen. W. C. Neville, U.S.M.C.; Adm. Thomas Washington, commandant, 12th Naval District; his excellency, F. W. Richardson, Governor of California, and many other prominent Army, Navy, Marine Corps and civic officials. The largest meeting of the year was held Dec. 2, when 400 Army, National Guard and Reserve officers listened to the address of Maj. Robert R. Welshmer, commanding the 63d C.A. (antiaircraft) on the subject of aircraft defense.

The bi-monthly sector luncheons are well supported by the press and are carried in all of the San Francisco papers. This has the effect of arousing the interest of citizens in military things and the great problem of an adequate national defense.

LEADING NAVIES

Tables of comparative data of navies of the leading world powers signing the Washington treaty limiting naval armaments, corrected to Oct. 1, 1925, by the Information Section of the U. S. Navy Department were issued this week.

Making deductions from this table it will be seen from a strictly material standpoint, and assuming that the allowed 5-5-3 ratio in capital ships and aircraft carriers represents an equitable distribution of strength, it is found that in capital ships both the United States and Japan are at present deficient in offensive and defensive strength of old capital ships as compared with the British Empire. With steps now being undertaken by both countries toward modernizing these ships, as allowed or provided by the naval treaty, the 5-5-3 ratio in capital ships will be converted from a theory into a practical reality.

To reach our allowed strength of 135,000 tons in aircraft carriers we will have to build, in addition to the two battle cruisers we are converting, 69,000 tons of carriers. Japan will be 27,000 tons short of her allowed tonnage after converting two capital ships. The British have four carriers—three of which, like the U.S.S. Langley, are experimental—and are building

two more, but naval aviation is in a more or less chaotic state, and they have not as yet attempted to build the large carriers comparable to our own battle cruiser carriers. Whether these large ships are the best solution to the aircraft carrier problem remains to be proved. The Washington Treaty left a loophole here, in aircraft carriers under 10,000 tons displacement may be built in unlimited numbers.

In modern cruisers we are definitely inferior. We have but ten completed, and only two others appropriated for. When all twelve are completed we will have 39 less than the British Empire and thirteen less than Japan. In destroyer flotilla leaders the British Empire possesses 18 built and building while neither the United States nor Japan have a single one of this valuable type.

In destroyers we have almost one hundred more than the British Empire, and over 200 more than Japan. Japan, however, is building 20 modern destroyers, while ours of that hasty war construction and three-fifths of them are out of commission. Our boats have less gun power but more torpedo tubes than either the British or Japanese.

The question of submarine is a very involved one. We have large numbers, but they do not compare with the 20 modern long-radius high-speed submarines that Japan has built or building.

In aviation, we stand rather well in comparison to the other two leading naval powers. A basis for comparison with the British Empire is hard to obtain, as the British Royal Air Force comprises a reserve which it is difficult to compute.

The foregoing covers the strictly combatant types of a navy that cannot be improvised in time of war.

We are faced by a condition and not by a theory. It is a condition that must be met, and in the next few years we will hear much on the subject of cruisers, submarines and aircraft. It would have been much better for the country if the original Hughes program had gone through in its entirety. Naval opinion in our service was strongly for the 5-5-3 ratio in all classes of vessels.

On October 1, 1925, the British Navy proper was 82,847 men and 7,839 officers. Adding to this the colonial navies, which in the case of Australia was 4,669 officers and men, and all personnel employed on auxiliaries who perform the same duties as our enlisted men, and the proportion of the Royal Air Force which is regarded as a fair allotment to the British Navy, gives a total for the British Empire of 8,846 officers and 95,922 men, against 8,312 officers and 81,702 men for the United States and 7,143 officers and 65,412 men for Japan.

The marines are not included in any of these figures. Our marines are largely an expeditionary force for which purpose Great Britain uses her army. The British marine is a seagoing man that does the same work as our sailors. Although our marine corps is twice as large as that of the British we have only 2,113 afloat while they have 5,782.

In the British Navy the period of enlistment is 12 years. They have over 30,000 men that have served over 10 years. There are enormous reserves of men with the sea habit, trained in the British Merchant fleet. Men enter the British Navy to make it a life profession and their annual turnover is small.

Japan has both the voluntary and conscription systems. Men enlist for 12 years of which 6 are active and 6 years reserve, and conscripts are taken in 4 years active, 3 years first reserve and five years second reserve.

The British Empire has 64,742 men as an available reserve, Japan 38,988 and the United States 25,030.

Situated as the United is, the only foes that it need consider must come by way of the sea. If it is to exert its strength against any great power that might seek to injure it it must do it by way of the sea.

LAPEL RIBBONS FOR ARMY

Lapel ribbons have been approved by the Secretary of War for wear upon civilian dress by officers and men of the Army.

The ribbons authorized are miniature replicas of the suspension ribbons for decorations (except for the Medal of Honor) and service medals, one-eighth inch wide and of suitable length to reach from the buttonhole to the underside of the lapel.

The wear of the ribbon is governed by the same regulations as are prescribed for the wear of the lapel button. The lapel ribbon does not replace the lapel button, but is in addition and in lieu thereof.

SMOKE SCREEN FOR TANKS

The problem of shielding advancing tanks from the eye of the enemy's artillery apparently has been solved by the Chemical Warfare Service of the U.S. Army. The Service has completed an easily handled gun that emits a great volume of dense, low-hanging smoke. The plan is to equip one tank in every company with such guns and have it go forward first to shield the movements of the others in the attack. The smoke gun has been proven practical by experiments at Edgewood, Md.

A.A. FIRING RECORD

The six antiaircraft regiments of the Regular Army, three of which are in the United States, one in the Philippines, one in Panama, and one in Hawaii, have just completed their annual target practice. The results, now being tabulated in the office of the Chief of the Coast Guard, already indicate a marked improvement over the firings of 1924. The result of 3-inch firing at towed sleeve targets was especially good.

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Taking the Scare Out of Scare Stories

By Col. C. E. Kilbourne, C. A. Corps, U. S. A.

THERE have been so many scare stories of late that it is difficult to select those most needing the search-light of a little common sense. Pictures have been drawn of helpless fleets at sea and cities on shore, the crews and the population groveling in fear and begging peace from a triumphant and chivalrous force of aviators flying high in the air and playfully dropping high explosive and gas bombs, with unerring accuracy, from an inexhaustible supply, carried with the same indifference to the force of gravity and to the distance from bases as is exhibited by the heroic flyers themselves to the bursting anti-aircraft shell of the defense.

To those who would read the full details of the immunity of airmen and the helplessness of all others, the writer commends the book "Winged Defense" (both text and cartoons) and the editorials of Arthur Brisbane. It is not intended here to go into those masterpieces of thought and logic but merely to discuss two stories of the war of the future published recently by the Saturday Evening Post—stories so well written, so thrilling and so convincing as to make even the writings above referred to tame and flat.

One of these stories describes a fleet engagement which is preceded by a conference in the cabin of one of the admirals. In this conference it is brought out how, by skillful maneuver, the enemy fleet has been drawn into a trap, which is to be sprung at dawn. The reader comes to love the old admiral as do the loyal officers who hang upon his words. One officer ventures to express the wish that they had some information of the enemy aircraft carriers, but this suggestion of danger is put aside with the statement that after sinking the enemy's armored vessels, the fleet will find the carriers and sink them also—in the meantime the admiral is going to get a few hours sleep.

The reader is then taken from place to place on the flag ship and feels all the excitement of the enthusiastic and confident crew. He is made to feel that the same tense joy prevails on all other ships of the fleet. Such is the writer's mastery of description that one who has had the experience of awaiting dawn on a battlefield lives it all over again.

Dawn comes.

The maneuver planned by the old admiral has been carried out. The enemy is caught. Wildly he turns to flee, but escape seems impossible.

And then—between the thundering salvos of gun fire—is heard the drone of aircraft! The anti-aircraft batteries are manned, but the bombers sail on, dropping a curtain of smoke between the contending fleets. The pursuing ships enter the mist; they begin to yaw wildly from the course; signals cease; silence succeeds the roar of battle.

As the flag ship emerges from the smoke cloud, an officer, stationed in a fighting top above the mist, finds his frantic calls to conning tower, to turrets and to engine room unanswered. A small enemy launch approaches and demands unconditional surrender. Asking what has happened, the officer in the top is informed that all his comrades are dead.

The smoke screen was POISON GAS!!!

Tale Has One Weakness

A wonderful story with just one point of weakness. This point is that a commander of such outstanding skill as the admiral who planned the maneuver would be so ignorant of modern possibilities as to omit all precautions against gas, that all his subordinate commanders would be equally ignorant, that the leading vessel would have entered the gas cloud without a single officer donning his gas mask and being able to warn the other vessels.

The other story is equally thrilling and even more deadly in its finale. It opens with a conference between the Minister of Defense of a nation threatened with war, and the heads of the Navy, the Army and the Air Force. The commanders of Army and Navy are represented as elderly men, long experienced in war, deliberate, confident and cold. The head of the Air Force is younger—earnest and tense with conviction. He urges that every aircraft be turned over to him; even so he will lack the number to make certain the defense against the air attack he is confident will open the war. But the Army and Navy commanders object to breaking up their organizations. Once the war is on they will need their air units and their plans will not permit the detachment of their flyers.

The Minister decides against his Air Chief.

The scene shifts to the other country. We see the departure from its base of a gigantic air fleet. We follow it on its course straight for the enemy Capital. We take part in the air battle in which the inadequate air force of the defenders is brushed aside. We arrive over the Capital, and, amid the flashes of bursting anti-aircraft shell, we witness the planes dropping high explosive bombs.

With the terror stricken population we seek shelter in cellars and subways. With them we suddenly begin to choke as the Nemesis hanging above us changes high explosive for gas bombs. The catastrophe of Pompeii is more than parallel—God's wrath is outdone by man.

Then silence and darkness forever.

But not all in the Capital are dead. A few officials, courageously maintaining their positions in towers of buildings miraculously standing in spite of the enormous number of bombs the enemy has been able to carry, are above the gas clouds and still alive. Realizing the complete paralysis of the government, they beg for peace.

Flights of Fancy

Another remarkable story—it causes us to gasp and shudder, at least until we realize that this method of opening a war, if successful, would result in killing, not only the citizens of the country attacked, but also in the murder, without warning, of the citizens of every other nation visiting or residing in the Capital, including the agents of the attacking nation. And among the casualties would be the official representatives of all neutral nations—the Ambassadors and Ministers, with their wives and children. Even if the nations of the world would sit idly by and witness such ruthlessness toward the helpless non-combatants of another nation (realizing that their own turn might be next) the murder of their own citizens, including their officials, would force them to enter the war. And, if the World War proved anything, it proved that no nation, however powerful and prepared, can afford to unite the balance of the world against her; it proved also that no nation (with the possible exception of the United States) can maintain a war if the supplies of the rest of the world are withheld.

So, when these scare stories are published, let us read them for the sake of the thrill, but let us not be led astray. Analyzed we shall find most of them just air or gas or some happy combination of the two.

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CARNEY JOINS REMINGTONS

Peter P. Carney, who for the past decade, has been trying to create a greater interest in trap and rifle shooting, hunting and kindred sports, and who is regarded as a writer of parts, is now connected with the Remington Arms Company in the sales promotion department associated with Charles P. Catlin and Frank J. Kahrs. Mr. Carney will take care of the publicity end and such other work as will claim his attention.

For the past several years Mr. Carney has been chairman of the publicity committees of the National Rifle Association of America, and the Amateur Trapshooting Association, and representing the sportsmen of the United States he has been very much interested in the presentation to Congress of a method that would eliminate the excise tax from sporting arms and ammunition.

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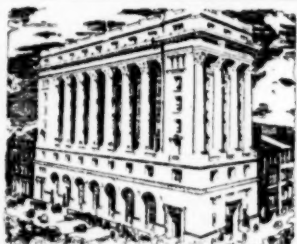
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NATIONAL CAPITAL MORTGAGE COMPANY.—The board of directors of the National Capital Mortgage Company, 923 Fifteenth Street N.W., Washington, D. C., have declared the regular quarterly dividend of 2 percent on both the preferred and common stock, payable Jan. 1, 1926, to stockholders of record of Dec. 21, 1925.

CORPS AREA ORDERS

2D CORPS AREA

Headquarters, Governors Island, N. Y.
MAJ. GEN. C. P. SUMMERALL, COMDR.
Col. Berkeley Enochs, Chief of Staff.

Second Lt. H. D. McHugh, 28th Inf., from Ft. Ontario, N. Y., to duty, Hdqrs. 2d Brig., Madison Barracks, N. Y.
Staff Sgt. R. W. Renwick, M.D., from Ft. Hamilton, N.Y., to duty, Ft. Jay, N. Y.
Leaves.—Two months, 4 days, Jan. 4, to Capt. C. P. Evers, Inf. (D.O.L.).

3D CORPS AREA

Headquarters, Baltimore, Md.
MAJ. GEN. DOUGLAS MACARTHUR, COMDR.
Col. I. C. Jenks, Chief of Staff.

Leaves.—Leave to Capt. W. L. Thompson, M.C., is extended 1 month 23 days. Leave to 1st Lt. E. Herendeen, F.A., (D.O.L.), is extended 1 month.

4TH CORPS AREA

Headquarters, Atlanta, Ga.
MAJ. GEN. JOHNSON HAGOOD, COMDR.
Col. T. W. Darrah, Chief of Staff.

Leaves.—Three months, 23 days, to Capt. C. Porterfield, Jr., F.A., on relief from duty at Ft. Hoyle, Md. Three months, 10 days, with permission to return to U. S. via Suez Canal and visit foreign countries, to Capt. L. M. Skerry, 24th F.A., on relief from duty in Philippine Dept. One month, 8 days, Jan. 28, to 1st Lt. E. C. Harwood, C. of E.

5TH CORPS AREA

Headquarters, Ft. Hayes, Columbus, Ohio.
MAJ. GEN. ROBT. L. HOWZE, COMDR.
Col. T. E. Merrill, Chief of Staff.

Maj. E. L. Hoffman, A.S., (D.O.L.), assigned as executive of 333d Observer Group, 343d Airship Group (less 387th Airship Co.), and 417th Pursuit Squad.

First Lt. S. O. Carter, A.S., Wells Hospital, Cambridge, Ohio, to treatment Walter Reed Hospital, D. C.

7TH CORPS AREA

Headquarters, Omaha, Nebr.
MAJ. GEN. B. A. POORE, COMDR.
Col. Tenney Ross, Chief of Staff.

Maj. C. W. Mason, C.W.S., to treatment, Army and Navy General Hospital, Hot Springs, Ark.

Leaves.—One month, Jan. 4, to Capt. C. M. Ulsaker, Inf., Minneapolis, Minn.

8TH CORPS AREA

Headquarters,
Ft. Sam Houston, San Antonio, Tex.
MAJ. GEN. ERNEST HINDS, COMDR.
Col. J. F. Preston, Chief of Staff.

Capt. A. E. McIntosh, 1st Cav. Brig., from Sta. Hospital, Ft. Sam Houston, to duty, Ft. Clark, Tex.

9TH CORPS AREA

Headquarters, Presidio of San Francisco, Calif.
MAJ. GEN. C. T. MENOHER, COMDR.
Col. A. V. P. Anderson, Chief of Staff.

Maj. Gen. James H. McKee, ordered to command

Tech. Sgt. F. C. Field, D.E.M.L., Org. Res., to duty, office of Corps Area Surg., Hdqrs. 9th Corps Area, Presidio of San Francisco.

Staff Sgt. D. I. Hoskin, D.E.M.L., Org. Res., to duty, office of Corps Area Q.M., Ft. Mason, Calif.

Staff Sgt. W. H. Meyers, D.E.M.L., Org. Res., to duty, Art. Group Hdqrs., Presidio of San Francisco.

Staff Sgt. W. G. Taverner, D.E.M.L., Org. Res., to duty, office of Executive Officer, Coast Art. Sec., Northern Calif., Presidio of San Francisco.

Staff Sgt. J. L. Toland, D.E.M.L., Org. Res., to duty, office of Executive Officer, Non-Div. Q.M. Res. Units, Portland, Ore.

Staff Sgt. L. Van Sickle, D.E.M.L., Org. Res., to duty, office of Corps Area Air Officer, Crissy Field, Presidio of San Francisco.

Leaves.—Three months, with permission to visit and travel in foreign countries enroute to U. S., on expiration of foreign service, Mar. 16, to Capt. E. T. Eneboe, F.A., Camp Stotsenberg, Pampanga. Two months, Jan. 10, to 2d Lt. C. V. Bromley, 4th Cav., Ft. D. A. Russel, Wyo. Two months, 7 days, Jan. 5, to Warrant Officer J. S. Conger, Ft. MacArthur, Calif.

PANAMA CANAL DEPARTMENT

Headquarters,
Quarry Heights, Balboa Heights, Canal Zone.
MAJ. GEN. W. D. LASSITER, COMDR.
Col. James A. Woodruff, Chief of Staff.

Col. W. W. Whitside, Q.M.C., is announced as Dept. Q.M., vice Lt. Col. C. G. Mortimer, Q.M.C. (Orders to Reserves page 438)

THE FINANCIAL DIGEST

BY RAYMOND V. SYKES

THROUGHOUT the period of higher money rates during the Autumn and early winter the bond market gave an extraordinarily good account of itself. There were isolated reactions, but, on the whole, the higher money rates did not adversely affect prices. Where reactions did occur there was usually a specific reason, such as profit taking in speculative issues. Recently average prices reached a new high level.

Liberty bonds, which, of course, are very sensitive to changes in credit conditions, are off on the average about one point from their high for 1925, but are still on a basis to yield only from about 3½ percent to 4 percent. It is quite possible that, like certain other securities, they may have been overbought. That is to say, their present levels are just about what money rates would have justified, as their high prices and the reaction was a technical adjustment and not due to any change in basic conditions.

The conclusion to be drawn from the action of the bond market throughout the Autumn is that money will be plentiful at lower rates during at least the first six months of 1926. Bondholders have not disposed of their investments under the influence of the recent higher money rates, a development that ordinarily would bring about a reaction in prices, but evidently believe that with so much money in this country the rally in interest rates is likely to be a rather short-lived affair. There may be some suspicion on the part of investors also that the higher quotations for money recently were more or less artificial, and the result of an effort to discourage overspeculation, and not because there was any real credit shortage.

The brake on speculation was applied none too soon is the opinion of business leaders. The Florida boom has been a little too exuberant to be without the possibility of a serious aftermath, and the same might be said about certain features of the building boom in some of our larger cities. The peak of both booms is past, if rather definite symptoms are to be believed, and much of the money that has been flowing into those channels will be diverted into more conservative ones.

The reports of trade services and other observers of business conditions all tend toward the belief that business is as active as it is going to be, and that there is the possibility there may be a let down in certain lines before long. This would mean that the demand for commercial credit will not expand and may contract.

The effect on the bond market of these several indicated tendencies naturally would be bullish. In addition there is a steady conversion of funds from the stock market into the bond market by those who are taking their profits in the former and who wish to employ their principal for the time being while judging what 1926 holds for speculative securities. The investor in bonds, therefore, can view the coming year with a feeling of confidence that his securities are not likely to shrink in value.

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MIDSHIPMEN CRUISE

Tentative plans have been completed for the Midshipmen's Annual Cruise for next summer. Like all fleet operations for the fiscal year the cruise is much more restricted than usual owing largely to the necessity for fuel conservation. The curtailed cruise this year will be along the Atlantic coast and the squadron will base on Newport for the greater part of the time carrying on training while operating from there. Following an overhaul the New York, Wyoming and Utah will go to Annapolis about the first of June and the cruise will start on June 4. On the first of August the squadron will go to Guantanamo for three weeks of target practice and en route will visit two Atlantic ports. Final decision as to which ports these will be is waiting the approval of the commander of the Scouting Fleet.

AIRCRAFT SQ'D'NS, HAMPTON RDS.

Orders have been issued for the Aircraft Squadrons, Scouting Fleet, to proceed from Hampton Roads to the Guantanamo area about Jan. 10. No aircraft squadrons will base on Key West during the winter.

ORDNANCE REPORT

There has been much discussion during the past year as to the capabilities of aircraft and the ability to defend against them. Some proponents of a united air service have argued that aircraft and aircraft alone can provide an adequate national defense. These protagonists have minimized the offensive value of surface craft and their relative part in the general scheme of national defense, and have belittled the powers of resistance of such vessels. At the same time they have endeavored to show the futility of any form of antiaircraft defense other than that by aircraft themselves.

In the development and supply of offensive and defensive apparatus, not only for surface and subsurface craft but also for aircraft, these arms have been found to be so interrelated that the best results are only obtainable by close coordination and cooperation between the various types of naval craft. The bureau desires to voice here its expression of appreciation and thanks to the Bureau of Aeronautics for its increasing and untiring efforts to further the production and development of all apparatus, irrespective of whether it be for aircraft or against aircraft.

It has been clearly determined that for the purpose of increasing the effective range and increasing the accuracy of fire of major-caliber guns that the airplane is essential to combatant ships. Thus the airplane has become a part of the long-range fire-control system, and is as much so as the directorscope or the range finder and their personnel. As such, without considering their other uses, airplanes must be on ships of the fleet. This alone justifies and requires that the personnel and material belonging to such fleet aircraft should be in and of the Navy and not of a separate service.

The development of weapons for the plane, such as bombs, fuses, bomb sights, guns, torpedoes, etc., has proceeded regularly and progress has been made. Defensive weapons and apparatus have also been improved, and I am optimistic enough to hope and expect that notable advances will be made within the next few years.

Rear Adm. Claude C. Bloch, U.S.N., Chief of the Bureau of Ordnance, makes the above statement in his annual report made public this week. Other extracts from the report follow:

Contrary to the reflected opinions of certain portions of the press, the Bureau of Ordnance, Navy Department, is of the firm opinion that our Navy afloat is in a highly efficient condition and that much progress has been made during the past year in gunnery. This is not to say that greater efficiency can not be obtained by the construction of certain types of new ships permitted under the treaty for the limitation of armaments, and by the substitution of new and improved material for the older material which is now on board many of the older ships. The progress made during the past fiscal year reflects the greatest credit upon responsible officers afloat, and the bureau desires here to record its appreciation of the spirit of cooperation shown by the commanders afloat and to express a wish for further advancement and for further and closer cooperation.

One thing that has been impressed upon the bureau is that those ships which do the best are those whose gunnery personnel contains officers who are experienced and who have been carefully trained. It is believed that one step toward advancement will be the careful selection of gunnery officers from officers who have had previous experience and training. The Bureau of Navigation has cooperated with this end in view, and it is recommended and hoped that further effort along this line will be made.

It is worthy of note that during the year the Naval Gun Factory has successfully produced windlass gear rings of noncorrosive steel for submarines. As far as is known they are the largest forgings of this material that have been made.

Under date of May 28, 1925, the Comptroller General of the United States ruled that the appropriations of the Bureau of Ordnance are not available for the purchase of patents or patent rights.

Without the availability of some funds for this purpose the military advantages afforded by the sole ownership or control of essentially military designs or patents are lost to the Navy. The North Sea mine barrage could not have been laid without such availability, nor could secrecy in regard to many new developments be maintained.

It is recommended that steps be taken to obtain a change in the wording of the appropriation act, in order that it may be possible to acquire patents or patent rights should they be required.

The regunning of vessels of the Navy has been conducted in accordance with the schedule laid down. Methods of regunning at navy yards have been improved. At one

yard three guns were removed from a turret and replaced by others in 4 hours and 30 minutes. A new type of airplane catapult, mentioned in the last annual report, has been issued to service and reports indicate that its operation has been successful in every respect. As funds become available new catapults will be installed afloat. The Director of the Budget and the last two Congresses have assisted the bureau, and soon it will be possible to install for trial afloat a limited amount of new, improved, and efficient apparatus. While the present antiaircraft guns are by no means modern, they are not negligible.

HYDROGRAPHIC OFFICE REPORT

"The shortage of officers mentioned in the report for 1924 still continues. * * * It is hoped that the need for special sailing directions for aviators and of pilot charts for aviators will result in the assignment of an experienced aviator to the hydrographic office for this important work. * * * There is a general shortage of civilian personnel, making it difficult, if not impossible, to comply thoroughly with the mission of the hydrographic office." These are the outstanding statements made by Capt. F. B. Bassett, U.S.N., in his annual report to the Chief of the Bureau of Navigation made public Dec. 15.

Other extracts from the report are: The office now maintains 55 domestic and 17 foreign agencies in the principal ports for the convenience of mariners in obtaining charts promptly. Three agencies were discontinued and a new one added at Vancouver, B. C.

There is urgent need for a branch hydrographic office at Honolulu, Hawaii, both by the Navy and Mercantile Marine, and legislation to that end is recommended. A branch hydrographic office is needed at Los Angeles, Calif.

In order to assist the President of the United States in carrying out the provisions of the Temple bill for the completion of the topographic survey of the United States, the Secretary of the Navy has offered the services of the hydrographic office.

NAVY YARDS AND DOCKS

Rear Adm. L. E. Gregory, U.S.N., Chief of the Bureau of Yards and Docks, in his report for the fiscal year 1925, stresses the need of an enlarged personnel and reveals how the present shortage of both officers and civilians has hampered the bureau's functions.

Concerning the Civil Engineer Corps, which now has 99 officers and one carried as an extra number, Admiral Gregory said:

"The experience of the Chief of the Bureau in recommending the assignments made necessary by existing work and to provide proper maintenance for the public works and public utilities of the existing naval establishments clearly shows that more officers for these duties could be utilized to a decided advantage. With the present trend toward economy and curtailment the subject of proper maintenance of more than half a billion dollar shore investment becomes of vital importance and demands close application to obtain the most benefit from the limited funds available. The funds necessary to provide the small number of additional officers to fill the corps to its authorized strength of 110 would unquestionably save considerable in expenditures that would be required for replacements as time passes.

"Having these facts in mind and knowing of the difficulties that have been experienced in making the details most urgently needed the chief of the bureau strongly recommends that the appointment of two candidates from civil life be authorized and that three ensigns be selected in the usual way to begin postgraduate training in civil engineering beginning July 1, 1926."

SHIP MODERNIZATION

Recommendations submitted some time ago by the navy yards that six months' overlap be provided in the modernization work on the older battleships; in other words, that three other ships go to the yards six months before the first three are finished, have been turned down.

Based on the grounds that the work could be done more economically on this basis these recommendations were submitted and considered at a recent conference. As it now stands the Florida, Arkansas and Texas will be ready by November 1, 1926, and the other three to be modernized will go to the yards at the end of the Midshipmen's practice cruise on September 1, next, thus providing an overlap of two months instead of the six requested.

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16. Spade.	4. U.S.	22. Slay.	
19. Generals.	5. Sock.	23. Else.	
23. Essayons.	6. Grip.	24. Stone.	
27. O.L.	7. Tank.	25. Ogee.	
28. Lt.	8. Capa.	26. Spars.	
29. R.A.	9. Elba.	32. Is.	
30. S.O.	10. Shoe.	33. A.R.	
31. Military.	12. Age.	35. G.M.	
34. Engineer.	13. Ore.	36. Ed.	
37. Ass.	14. C.E.		
38. Ry.	15. C.O.		
39. E.M.	17. Pay.		
40. D.S.M.	18. Din.		

NAVY DEPARTMENT ORDERS

(Continued from page 429)

Ens. F. J. Bell, to U.S.S. John D. Edwards;
R. J. Bourke, to U.S.S. Brooks; J. A. Callaghan,
to U.S.S. Dallas; F. Close, to temp. duty Nav.
Air Sta., Pensacola, Fla.; S. Y. Cutler, to
U.S.S. New York; H. C. Daniel, to Rec. Ship,
New York; D. T. Day, to Rec. Ship, New York;
H. J. Dugan, to U.S.S. Hatfield.

Ens. T. E. Fraser, to U.S.S. Worden; L. B.
Harrington, to U.S.S. Tracy; W. G. Michelet,
to U.S.S. Reid; C. R. Pickell, to U.S.S. Mem-
phis; N. K. Roberts, to U.S.S. Wyoming; J. B.
Rooney, to U.S.S. James K. Paulding; E. R.
Wilkinson, to U.S.S. Smith Thompson; R. C.
Young, to temp. duty Nav. Air Sta., Pensacola,
Fla.

Lt. (j.g.) A. P. Morton (M.C.), to U.S.S.
Quail; Lts. W. M. Christie (S.C.), to Navy
Yard, Norfolk, Va.; E. F. Coddling (S.C.), to
settle accounts.

Ch. Bosn. M. J. Hannafin, to U.S.S. Chewink;
Ch. Gun. H. S. Raber, to temp. duty Sperry
Gyroscopic Co., N. Y.; Ch. Mach. A. V. Kettels,
to duty U.S.S. Wright.

Note.—Lt. William Sampson, U.S.N. (C.C.),
died Dec. 6, 1925, at New York; Ch. Pay Clk.
Charles W. Loomis, U.S.N., Ret., died Dec. 18,
1925.

The following acting appointment has been
issued: Radio Elect. D. L. Tutt, to date from
Dec. 2, 1925.

Effective December 23

Comdrs. R. S. Galloway, to 15th Nav. Dist.;
W. F. Halsey, to U.S.S. Wyoming.

Lt. Comdr. C. T. Hull, to duty U.S.S.
Wright; G. H. Wood, to Bu. Engineering; Lt.
P. W. Carter, to Aircraft Squadrons, Scg.
Ft.; Ens. R. R. Waller, to temp. duty Nav.
Air Sta., Pensacola, Fla.

Lt. Comdr. S. L. Higgins (M.C.), to Subm.
Div. 2; R. H. Jenkins (M.C.), to home; L. C.
Thyson (M.C.), to Navy Retg. Bks., Wash.,
D. C.

Lt. E. J. Lanois (M.C.), to Rec. Bks., Hamp-
ton Rds., Va.; Lt. (j.g.) J. W. Parent (M.C.),
resignation accepted Dec. 31, 1925.

Lt. Comdr. T. Cochran (S.C.), to Navy Pur-
chasing & Disb. Office, New York; Lt. J. M.
Holmes (S.C.), to Navy Yard, Portsmouth,
N. H.

Ch. Bosn. R. B. Wallace, to continue treat-
ment, Nav. Hosp., Newport, R. I.; Bosn. E. E.
Walton, to U.S.S. Rail; Ch. Carp. G. H. Arey,
to Nov. Aircraft Factor, Phila., Pa.

The following acting appointments have been
issued:

Radio Elects. J. D. Isbell and C. E. Schneider,
to date from Dec. 2, 1925; Mach. H. N. Glick-
son, to date from Nov. 23, 1925; Radio Elect.
R. B. Phillips, to date from Dec. 2, 1925.

December 29

Effective December 24

Comdrs. E. F. Clement, to command U.S.S.
Putnam; D. M. Le Breton, to asst. Director
Nav. Intelligence, Naval Operations, Navy
Dept.; C. H. Shaw, to Dest. Div. 25 (Ors. Nov.
30, 1925, to command Dest. Div. 12 revoked).

Lts. N. L. Damon, to command U.S.S. O-3;
H. F. Fick, to Nav. Air Sta., Pensacola, Fla.;
G. H. Gregory, to Nav. Air Sta., Pensacola,
Fla.; S. E. Haddon, to Nav. Air Sta., Pen-
sacola, Fla.; D. Kiefer, to Nav. Air Sta., Pen-
sacola, Fla.; A. L. Prosser, to U.S.S. Seagull.

Lts. A. O. Rule, to Nav. Air Sta., Pensacola,
Fla.; W. D. Sample, to Nav. Air Sta., Pen-
sacola, Fla.; F. Schultz, to U.S.S. Rigel; S. L.
Shade, to command U.S.S. Algoma; A. P.
Shooy, to Nav. Air Sta., Anacostia, D. C.; H. J.
Walker, to command U.S.S. O-9.

Lts. (j.g.) J. E. Beck, to Nav. Air Sta., Pen-
sacola, Fla.; H. I. Booker, to Nav. Air Sta.,
Pensacola, Fla.; H. L. de Rivera, to U.S.S.
Tracy; G. F. Galpin, to U.S.S. Paul Hamilton;
V. W. Grady, to U.S.S. Zeilin; T. G. Richards,
to Nav. Air Sta., Pensacola, Fla.; W. G. Swit-
zer, to Nav. Air Sta., Pensacola, Fla.; E. B.
Wilkins, to Nav. Air Sta., Pensacola, Fla.

Ens. D. T. Baskett, to temp. duty Nav. Torp.
Sta., Newport, R. I.; D. B. Bennett, to U.S.S.
Hull; A. P. Calvert, to U.S.S. Thompson; J. F.
Dahlgren, to U.S.S. Concord; D. W. Fairbairn,
resignation accepted Jan. 25, 1926.

The following dispatch was received from

C-in-C. Asiatic Fleet, dated Dec. 17, 1925:

Lts. W. S. Hactor, to Rec. Ship, San Fran-
cisco; C. L. Hansen, to Rec. Ship, New York;
M. A. Anderson, to Rec. Ship, San Francisco.

Lts. (j.g.) H. Barter, F. W. Beard, J. Y.
Dannenberg, to Rec. Ship, San Francisco.

Lt. (j.g.) D. F. Smith, to Rec. Ship, New
York.

Ens. J. P. B. Barrett, O. R. Sutherland, Lt.
(M.C.) C. E. Morse, Lt. (D.C.) E. C. Johnson,
Lts. (S.C.) W. T. Topkins, W. C. Jahnke, S. E.
Smith, to Rec. Ship, San Francisco.

Ch. Bosn. G. A. Speeden, Ch. Gun. J. M.
Gately, Ch. Mach. L. F. Miller, Ch. Carp. C. M.
Joseph, R. E. L. J. Delworth, Ch. Pay Clk. B.
C. Smith, Pay Clks. J. F. Batzer, G. A.
Looby, to Rec. Ship, San Francisco.

Lt. C. L. Lewis, Lt. (j.g.) A. R. Lyon, Lt.
Comdr. (M.C.) A. Freeman, Lts. (M.C.) F. H.
Clements, F. N. Pugley, Lt. (S.C.) J. H.
Seifert, Pay Clk. A. S. Segal, to treatment,
Nav. Hosp., Mare Island, Calif.

Lt. Comdr. (M.C.) T. W. Raison, Lt. (S.C.)
S. B. Deal, Lt. (j.g.) H. E. Orom, to Rec. Ship,
San Francisco.

Comdrs. S. C. Loomis, to command U.S.S.
Abarenda; H. B. Kelly, to Nav. Sta., Cavite.

Lts. J. G. Farrell, to continue duty with VT
Squad. 20; C. W. Flynn, to U.S.S. Monocacy;
H. W. Graf, to U.S.S. Canopus; H. J. Grassie,
to U.S.S. Heron.

Lts. (j.g.) M. E. Eaton, to U.S.S. Helena;
C. L. Hayward, to Nav. Sta., Cavite; R. G.
Thayer, to U.S.S. Beaver.

Ens. C. H. Thompson, to U.S.S. Pillsbury;
J. E. Shomier, to U.S.S. Abarenda.

Lt. (M.C.) R. W. Quesinberry, to U.S.S.
Black Hawk; Lts. (S.C.) C. B. Kitchen, to
Nav. Sta., Olongapo; L. I. Smith, to Nav. Sta.,
Cavite.

Ch. Pay Clk. J. A. L. Mason, to U.S.S. Jason;
Lts. A. F. Folz, to U.S.S. Beaver; W. R.
Read, to U.S.S. Penguin; R. S. Savin, to U.S.S.
Paul Jones; F. F. Webster, to U.S.S. S-40.

Lts. (j.g.) E. R. Gardner, to U.S.S. Simpson;
J. W. Jameson, to U.S.S. Pecos; F. S. Mc-
Crory, to U.S.S. Paul Jones; E. A. Taylor, to
U.S.S. Stewart.

Ens. R. E. Cofer, to U.S.S. Perry; F. A. L.
Dartach, to U.S.S. John D. Ford; E. M. Ellis,
to U.S.S. Wm. B. Preston; J. N. Opie, to
U.S.S. Pigeon; W. Phelps, to U.S.S. Noa;
T. C. Ritchie, to U.S.S. Noa; B. L. Rutt, to
U.S.S. Asheville; W. W. Siegrist, to U.S.S.
Huron; C. C. Wood, to U.S.S. Black Hawk.

Comdr. (M.C.) J. B. Mears, to Nav. Hosp.,
Canacao; Lt. Comdr. (M.C.) H. A. Tribou, to
U.S.S. Huron; Lt. (j.g.) (M.C.) R. K. Y. Dusi-
borre, to Dest. Div. 45, and Lt. (S.C.) J. B.
Daniels, to U.S.S. Canopus.

NAVY PROMOTION STATUS

December 30, 1925

The following junior officers have become
eligible for promotion in various grades and
ranks of the Navy:

Line	Chaplains' Corps
R. Adm. L. McNamee	Capt. E. A. Duff
Capt. W. J. Giles	Cdr. T. L. Kirkpatrick
Comdr. T. J. Kelcher	Lt. Cdr. H. G. Gatlin
Lt. Cdr. T. E. Chandler	Lt. A. deG. Vogler
Lt. W. W. Smith	
Lt. (j.g.) D. B. Candler	

Medical Corps	Construction Corps
R. Adm. Albert M. D. McCormick	R. Adm. J. G. Tawres
Capt. R. C. Holcomb	Capt. R. P. Schlach
Comdr. E. L. Woods	Cdr. Earl F. Enright
Lt. Cdr. E. J. Lanois	Lt. Cdr. C. F. Osborn
Lt. Robert E. Duncan	Lt. Mason D. Harris

Dental Corps	Civil Engineer Corps
Lt. Cdr. H. R. McCleery	R. Adm. F. B. Harris
Lt. Raymond D. Reid	Capt. Geo. A. McKay

Supply Corps	Civil Engineer Corps
R. Adm. T. H. Hicks	Capt. Geo. A. McKay
Capt. C. J. Cleborne	Cdr. Greer A. Duncan
Comdr. H. E. Collins	Lt. Cdr. H. C. Fischer
Lt. Cdr. J. P. Jackson	Lt. E. D. Miller
Lt. D. W. Robinson	
Lt. (j.g.) E. T. Stewart, Jr.	

MARINE CORPS ORDERS

Maj. Gen. Comdt. J. A. Lejeune

December 24, 1925

Capt. O. A. Dow, A.Q.M., ordered on special
temporary duty as Quartermaster, 1st Separate
Bn., N.S., Guantanamo Bay, Cuba; T. Dwight,
A.Q.M., 2d Lt. W. J. Stuart to M.B., Quantico,
Va.

December 28, 1925

Capt. L. L. Leech, to M.B., Washington,
D. C.; H. Shippey, detail as an Assistant
Paymaster revoked, effective Jan. 1, 1926; C. C.
St. Clair, detail as an Assistant Paymaster,
effective Jan. 1, 1926.

ORDERS TO ORG. RESERVES

1st Corps Area

Assignments

Capt. N. B. Gridley, Q.M., to office of Q.M.,
Hq. 1st Corps Area (War Strength), I. Z., Bos-
ton.

First Lt. E. R. Blaisdell, Med., to 67th Gen.
Hosp., I. Z., Portland, Me., as Med. Ward
Officer.

First Lt. A. M. Carignan, Dent., to Con-
valescent Camp, 9th Hosp. Center, I. Z., Provi-
dence, as Dent. Surg.

First Lt. F. D. Hart, Med., to 70th Gen.
Hosp., I. Z., Worcester, Mass., as Med. Ward
Officer.

First Lt. F. C. Hudson, Med., to 24th Sta.
Hosp., C. Z., Providence, as Med. Ward Officer.

First Lt. W. T. O'Halloran, Med., to 7th Gen.
Hosp., C. Z., Boston, as Med. Ward Officer.

First Lt. B. M. Parmelee, Med., to 11th
Evacuation Hosp., 4th Army, Bridgeport, Conn.,
as Roentgenologist.

First Lt. W. J. Pelletier, Med., to 9th Sta.
Hosp., C. Z., Holyoke, Mass., as Surg. Ward
Officer.

First Lt. M. J. Rosenthal, Dent., to 11th
Evacuation Hosp., 4th Army, Bridgeport, as
Dent. Surg.

3d Corps Area

Assignments

Col. W. Scott, Inf., to 317th Inf.

Maj. J. G. Boisseau, Dent., to 305th Engrs.

Maj. E. B. Rosser, Dent., to Gen. Hosp. No.
38, C. Z., as Ch. of Dent. Ser.

Maj. A. B. Bush, Q.M., to 323d Motor Repair
Bn., G.H.Q. Res., Second Three Field Armies.

Capt. J. R. Matthews, Q.M., to 607th Bakery
Co., Zone of Interior.

First Lt. J. T. Farrell, Jr., Med., to Gen.
Hosp., No. 38, C. Z., as Roentgenologist.

First Lt. J. F. Greene, Inf., to 80th Div.

First Lt. J. Meyer, Inf., to 320th Inf.

4th Corps Area

Maj. E. M. Webster, F.A., appointed recruit-
ing officer for 572d F.A.

Capt. G. R. Cowing, Sig., assigned to Zone of
Interior Installations, Camp Grant, Ill.

First Lt. N. J. Coltrin, F.A., assigned to
497th F.A.

First Lt. K. D. Ross, Q.M., assigned to 108th
Gen. Hosp., as Q.M.

Second Lt. C. J. Hager, Q.M., assigned to
484th Motor Repair Sec., 6th Corps Q.M. Train.

Second Lt. C. W. Hibbard, Q.M., assigned to
825th Motor Transport Co., 6th Corps Q.M.
Train.

9th Corps Area

The following Q.M. Res. officers are assigned
as assistants to Corps Area Q.M.s, 9th Corps
Area: Capt. W. S. Edgar, Capt. S. B. Freeman,
1st Lt. W. D. Watt.

WAR DEPARTMENT ORDERS

S.O. 305, W.D., Dec. 29, 1925

Medical Corps.—Major C. H. Witherell to New
York and sail May 13 to duty with troops, Porto
Rico. Capt. J. D. R. Woodworth assigned to
duty Ft. Lawton, Wash., on completing foreign
service in Porto Rico. The following officers
to duty as indicated on completing foreign ser-
vice in Philippines: Major C. W. Jump, to Ft.
Sam Houston, Texas; Capt. C. T. C. Buckner,
to Wright Field, Fairfield, Ohio; W. H. Houston,
to Ft. Winfield Scott, Calif., and C. S. Sly,
M.A.C., to Carlisle Brks., Pa. Major D. W.
Cairns to duty with Org. Res., 1st Corps Area,
with 97th Div., Manchester, N. H., on complet-
ing foreign service in Hawaii.

Following officers of M.C., to Walter Reed
Hospital, D. C., June 4, for duty: Capt. F. W.
Pinger, E. F. Shaffer, D. B. Faust, F. P. Strome,
J. S. Gibson, H. C. Johannes, E. E. Brown, and
G. W. Rice; 1st Lt. R. H. Skaggs, S. W. Mat-
thews, P. A. Brickey, R. E. Elvins, O. T.
Schreuder, J. P. Russell and J. M. Hargreaves.

Following officers of M.C., to duty indicated,
June 4: Capt. H. H. Fisher, to Brooks Field,
Texas; H. Brooks, Madison Brks., N. Y.; G. J.
Schirch, to Ft. Washington, Md.; H. M. Van-
Hook, Ft. Jay, N. Y.; R. P. Smith, to Ft. Brady,
Mich.; R. L. Cudlipp, Ft. Benning, Ga.; W. K.
Turner, to Ft. Banks, Mass.; H. R. Melton, to
Ft. Adams, R. I.; J. I. Martin, to Ft. Hayes,
Ohio; I. F. Peak, to Langley Field, Va.; D. W.
Johnson, to William Beaumont Hospital, El
Paso, Texas; 1st Lt. W. C. Furr, to Fitzsimons
Hospital, Denver, Colo.; C. E. High, to Fitz-
simons Hospital, Denver, Colo.; W. F. DeWitt,
to William Beaumont Hospital, El Paso, Texas,
and H. A. Roust to Station Hospital, Ft. Sam
Houston, Texas.

Dental Corps.—Capt. P. P. A. Chesser, to
New York City, and sail May 13 to duty Canal
Zone. Capt. H. A. Winslow, to duty at Ft.
Benning, Ga., on completing foreign service in
Panama Canal Zone.

Capt. E. T. Comegys, F.D., to sail Jan. 20
from San Francisco to New York, thence to
Washington, D. C., for duty in office of finance
officer, U.S.A.

Capt. R. M. Carswell, C.A., to duty as in-
structor, C.A.C., Del., N.G., Wilmington, Del.

Capt. E. G. Cooper, Inf., to treatment, Walter
Reed Hospital, Washington, D. C.

Air Service.—Following officers to station as
indicated, on completing foreign service in
Philippines: Capt. E. H. DeFord, to Middletown
Air Intermediate Depot, Pa.; 1st Lt. O. O.
Niergarth, to Fairfield Air Intermediate Depot,
Ohio; P. L. Williams, to Langley Field, Ham-
pton, Va.; M. H. Redman, to Chanute Field,
Rantoul, Ill.; H. W. Beaton, to Langley Field,
Hampton, Va.; C. R. Maciver, to Kelly Field,
Texas; W. M. Lanagan, to Kelly Field, Texas;
D. H. Dunton, to Kelly Field, Texas; G. Kirk-
sey, to Office Chief of A.S., Washington, D. C.;
G. H. Beverley, to Brooks Field, San Antonio,
Texas, and H. Z. Bogert, to McCook Field, Day-
ton, Ohio.

Transfers.—2d Lt. J. MacIvor Smith, A.S., to
Inf., Dec. 23, and to duty with Inf., Dec. 23;
2d Lt. T. E. Smith, A.S., to F.A., Dec. 23, and
to duty with F.A., 2d Div.; 2d Lt. D. Q.
Harris, 18th F.A., to 1st F.A., and 2d Lt. H. D.
Kehm, 1st F.A., to 18th F.A.

Leaves.—Two months to 1st Lt. E. G. Harper,
A.S., on arrival in U.S.; 4 months sick leave
to 1st Lt. C. Mimmier, C.A.C., with permission
to apply for 2 months' extension.

ARMY PROMOTION STATUS

Promotion and Vacancies on the Promotion List
(Cumulative) since Dec. 24, 1925

Last promotion to the grade of Colonel—
Harry T. Matthews, C.A.C., No. 2 on page 147
(Nov. Army List and Dir.)

Last nomination to the grade of Colonel—
Harry T. Matthews, C.A.C.

Vacancies—None.

Senior Lt. Colonel—Harry C. Barnes, C.A.C.
Last promotion to the grade of Lt. Colonel—
Franc Lacey, C.A.C., No. 580 on page 149.

When the orchestra stops its surge of music—and the applauding couples begin to leave the floor—when you join the good fellows for jolly talk and friendship—have a Camel!



Camels contain the very choicest tobaccos grown in all the world. Camels are blended by the world's most expert blenders. Nothing is too good for Camels. In the making of this one brand we concentrate the tobacco knowledge and skill of the largest organization of tobacco experts in the world. No other cigarette made is like Camels. They are the overwhelming choice of experienced smokers.

WHEN the orchestra gives you encore after encore, but finally stops. And the couples glowing with happiness reluctantly leave the floor. When you join the men for jovial talk until the next dance begins—have a Camel!

For no friend so enhances the joys of life as Camel. Camel makes every happy occasion happier, adds its own charm to every festive day, every blithesome evening. Camels contain the very choicest tobaccos grown in all the world. They never tire your taste, no matter how freely you smoke them. They're so skilfully blended they never leave a cigaretty after-taste. Rolled into Camels is every good feature you have ever wished for in a cigarette.

So, when you're waiting happily and confidently for your time to rejoin the dance—taste the smoke that's known and loved by the world's experienced smokers. No doubt about it, you'll never know how good a cigarette can be until you—

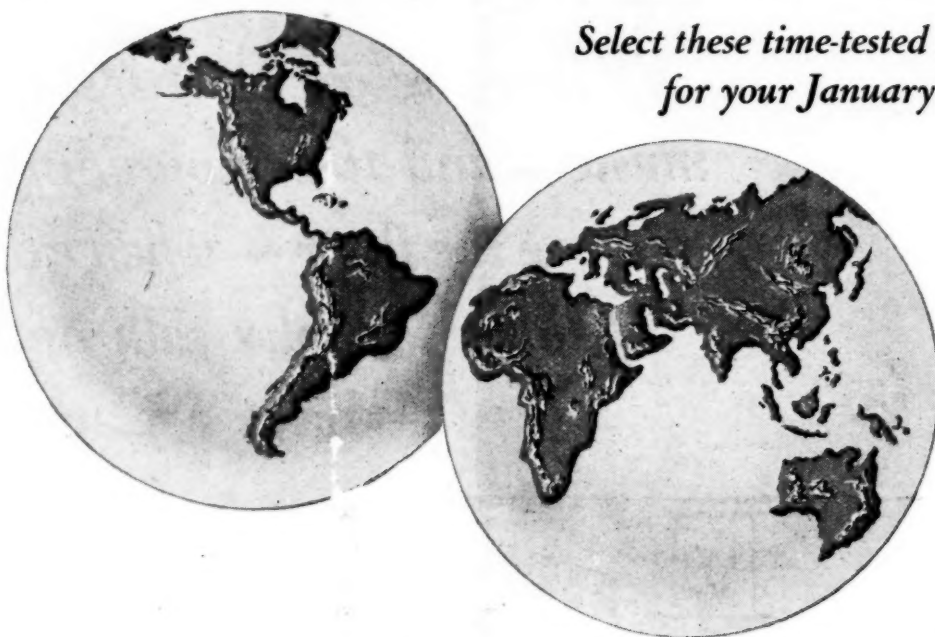
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Our highest wish, if you do not yet know Camel quality, is that you try them. We invite you to compare Camels with any cigarette made at any price.

R. J. Reynolds Tobacco Co.

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District of Columbia	North Carolina
Florida	North Dakota
Georgia	Ohio
Idaho	Oklahoma
Illinois	Oregon
Indiana	Pennsylvania
Iowa	Rhode Island
Kansas	South Carolina
Kentucky	South Dakota
Louisiana	Tennessee
Maine	Texas
Maryland	Utah
Massachusetts	Vermont
Michigan	Virginia
Minnesota	Washington
Mississippi	Wisconsin
Missouri	West Virginia
	Wyoming

United States Possessions

Alaska	Philippine Islands
Canal Zone	Virgin Islands
Hawaii	

Foreign Countries

Austria	Haiti
Belgium	Honduras
Burma	India
Canada	Japan
China	Mexico
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